

CITY COUNCIL REPORT



Meeting Date: April 8, 2014
General Plan Element: *Land Use*
General Plan Goal: *Create a sense of community through land uses*

ACTION

Impact Church/Sunrise Commons 10-GP-2013 & 19-ZN-2013

Request to consider the following:

1. Adopt Resolution No. 9664 approving an Amendment to the General Plan for the City of Scottsdale, for a Non-Major General Plan Amendment to amend the Greater Airpark Character Area Plan Future Land Use Map from Airpark Mixed Use (AMU) to Airpark Mixed Use-Residential (AMU-R) on a 4.59 +/- acre site located at 15333 N. Hayden Road.
2. Adopt Ordinance No. 4142 approving a Zoning District Map Amendment from General Commercial (C-4) zoning to Planned Airpark Core Development, Airpark Mixed Use (PCP AMU) zoning for 7.58 +/- acres and Planned Airpark Core Development, Airpark Mixed Use – Residential (PCP-AMU-R) zoning for 4.59 +/- acres, including approval of a Development Plan, and including approval of Bonus Development Standards of floor area ratio (FAR) not to exceed 9,662 square feet in exchange for a Special Improvements contribution, finding that the proposed Zoning District Map Amendment is consistent and conforms with the adopted General Plan on a total gross site area of 12.17 +/- acres located at 15333 N. Hayden Road.
3. Adopt Resolution No. 9665 declaring "Impact Church/Sunrise Commons Development Plan," as public record.
4. Adopt Resolution No. 9701 authorizing Development Agreement No. 2013-037-COS outlining bonus floor area for the development in exchange for a monetary contribution.

Key Items for Consideration

- Allows residential on the southern portion of subject site
- Proximity of proposed Airpark Mixed Use-Residential designation to Scottsdale Airport and other Airpark Mixed Use-Residential designated properties
- Potential increase of workforce housing in the Airpark
- Moving existing church away from runway
- Reinvestment of an underutilized/vacant Airpark property
- Increase in base FAR allowance in exchange for public improvements
- Airport Advisory Commission heard this case on January 8, 2014, and recommended approval with a 6-0 vote
- Planning Commission heard this case on March 5, 2014 and recommended approval with a unanimous vote of 5-0.

Action Taken _____

OWNER

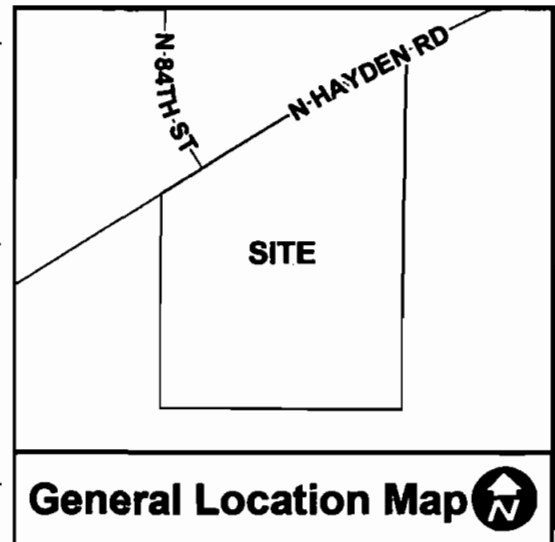
Joe Cardinale
831-601-7575

APPLICANT CONTACT

John Berry
Berry Riddell & Rosensteel LLC
480-385-2727

LOCATION

15333 N. Hayden Road



BACKGROUND

General Plan

The 2001 General Plan Conceptual Land Use Map designates the property as Mixed Use Neighborhoods, Regional Use Overlay, within a designated Growth Area, as well as being within the Greater Airpark Character Area. The Mixed Use Neighborhoods category encourages access to multiple modes of transportation, major regional access and services, human scale development, and may be non-residential in nature near the Scottsdale Airport. The Regional Use Overlay category provides flexibility for land uses when it can be demonstrated that new land uses serve a regional market. The Growth Areas Element from the 2001 General Plan approaches growth management from a perspective of identifying those areas of the community that are most appropriate for a development focus. Having “growth areas” in the community that will best accommodate future growth will allow increased focus on creating or enhancing transportation systems and infrastructure coordinated with development activity.

Greater Airpark Character Area Plan

The Greater Airpark Character Area Plan specifies the site as Airpark Mixed Use (AMU), Type C Development Type. The AMU category is appropriate for a variety of non-residential uses, including a combination of business, office, employment, retail, institutional and hotel uses. Type C Development represents medium to higher-scale development, which supports pedestrian activity.

Zoning

The site is zoned General Commercial District (C-4). The C-4 zoning district serves as the location for the heaviest types of activities found in the city, including warehousing, wholesaling, light manufacturing and processing, retail sales and services.

Context

The subject property is located on the southeast side of Hayden Road at 84th Street. The site consists of a vacant auto dealer. It is immediately adjacent to an existing retail center and carwash (Costco) and home improvement store (Home Depot). Another retail center abuts the rear of the

property along Northsight Boulevard. Properties across Hayden Road include auto dealerships and auto rental facilities. In the larger context, the property is located along the Northsight Boulevard and Hayden Road major shopping area; west of the Loop 101 Freeway; and east of the Scottsdale Airport. Please refer to the context graphics attached.

Other Related Policies, References:

- Scottsdale General Plan 2001, as amended
- 2005 Scottsdale Airport 14 CFR Part 150 Noise Compatibility Study
- 2009 Airpark Economic Analysis and Forecast by Gruen Gruen + Associates
- 2010 City-wide Economic Analysis and Development Forecast by Applied Economics
- 2010 Greater Airpark Character Area Plan, as amended
- 7-GP-2011 – request for Non-Major General Plan Amendment for entire to Airpark Mixed Use-Residential – application denied 4-3 by City Council
- 11-ZN-2011 – request for rezoning on site to Planned Unit Development – application withdrawn by applicant
- 2013 Land Use Assumptions Analysis by Elliot Pollock and Company
- Zoning Ordinance

APPLICANTS PROPOSAL

Goal/Purpose of Request

The applicant's request is for a Non-Major General Plan Amendment to the Greater Airpark Character Area Plan Future Land Use Map from Airpark Mixed Use (AMU) to Airpark Mixed Use-Residential (AMU-R) on 4.59 +/- acres of the site and for a zoning district map amendment from General Commercial (C-4) zoning to Planned Airpark Core Development, Airpark Mixed Use (PCP AMU) zoning for 7.58 +/- acres and Planned Airpark Core Development, Airpark Mixed Use – Residential (PCP-AMU-R) zoning for 4.59 +/- acres, including approval of a Development Plan, and including approval of Bonus Development Standards of floor area ratio (FAR) for Special Improvements. The applicant is making these requests to permit the proposed church facility and multi-family residential project on the site.

Development Information

- Existing Use: Vacant, former auto dealership
- Proposed Uses: Place of worship and multi-family residential
- Buildings/Description: One church facility and one multi-family residential facility
- Parcel Size: 12.17 +/- gross acres total (7.58 acres for church portion of site / 4.59 acres for multi-family portion of site)
- Building Height Allowed: 84 feet
- Building Height Proposed: Maximum 65 feet (residential) / maximum 36 feet (church)
- Parking Required: 400 spaces for church / 445 spaces for residential
- Parking Provided: 417 spaces for church / 480 spaces for residential

- Open Space Required: 136,725 square feet / 3.14 acres (entire 12.17-acre site)
- Open Space Provided: 137,040 square feet / 3.15 acres (entire 12.17-acre site)
- Floor Area Allowed: 390,642 square feet (0.8 of 11.21-acre site)
- Floor Area Proposed: 400,304 square feet (entire site) (achieved through bonus)
- Density Allowed: Determined by Development Plan
- Density Proposed: 25.6 dwelling units/acre (entire 12.17-acre site)

NON-MAJOR GENERAL PLAN AMENDMENT ANALYSIS

General Plan

Land Use Element

Goals in the General Plan Land Use Element involve providing a variety of land uses that create synergy within mixed-use neighborhoods; maintaining a balance of land uses needed to support the community; and supporting Scottsdale's role as a major regional economic and cultural center. To this end, approaches discuss encouraging land uses that contribute to community character, supporting the jobs/housing balance in mixed-use centers, and promoting development patterns consistent with surrounding uses and character. Also discussed is maintaining a citywide balance of land uses that support changes in community vision/dynamics over time.

Economic Vitality Element

The General Plan Economic Vitality Element seeks to sustain the long-term economic well-being of the city through redevelopment and revitalization efforts. Approaches include encouraging quality redevelopment in employment areas and supporting the reuse of underutilized or vacant parcels/buildings/shopping centers.

Character and Design Element

The first goal of the General Plan Character and Design Element stresses the appropriateness of a development proposal based on community goals, surrounding character, and the specific context of the surrounding neighborhood. The Character Type for the area surrounding this proposal is Freeway Corridor/Regional Core, a dense mixed-use employment core that is important to the City's economic development.

Housing Element

Two goals in the General Plan Housing Element involve encouraging housing options that meet socioeconomic needs of people who live and work in Scottsdale and encouraging housing that provides for "live, work, and play" relationships. Approaches include encouraging a variety of housing densities in areas of major employment to offer greater live-work choices, exploring opportunities for new housing to serve the employment base, and working to adjust the housing mix based on changing demographics and economics of the city.

Growth Areas Element

The Growth Areas Element approaches growth management from a perspective of identifying those areas of the community that are most appropriate for development focus. Having certain "growth areas" allows an increased focus on creating or enhancing transportation systems and infrastructure coordinated with development activity. The Greater Airpark is one of the city's designated Growth

Areas. Growth Areas are where future development is focused, and mixed-uses and multi-modal transportation are most appropriate in these areas.

Community Mobility Element

The General Plan Community Mobility Element includes a goal emphasizing live, work, and play land use relationships to reduce strain on regional and local/neighborhood transportation systems. Approaches include encouraging redevelopment of areas that support a balance of land uses and alternative modes of transportation that reduce automobile reliance, and encouraging mixed-use developments that incorporate residential, shopping and work environments with a strong emphasis on connectivity.

Greater Airpark Character Area Plan

The applicants' request is for a non-major General Plan amendment to amend the land use designation as provided by the Greater Airpark Character Area Plan from Airpark Mixed Use-Residential (AMU) to Airpark Mixed Use-Residential (AMU-R). This amendment would be required for the proposed land use on the property, multi-family housing.

The Airpark Mixed Use-Residential (AMU-R) designation is appropriate for the greatest variety of land uses in the Greater Airpark Character Area. Uses may include a combination of services, employment, office, institutional, hotel, retail and higher density residential. These areas should be pedestrian-oriented and located outside of the Airport's 55 DNL contour. The Character Area Plan recommends that residential and other sensitive uses should be a lesser component of development and include sound attenuation measures. Residential uses south of the Central Arizona Project Aqueduct (CAP Canal), as is the case with this site, should support business and tourism uses, such as time-shares, multi-family rental units and corporate housing.

The following policies in the Greater Airpark Character Area Plan relate to this proposal:

Land Use Chapter

- Encourage a mix of land uses that promote a sense of community and economic efficiency, such as incorporating residential intended for the area's workforce, where appropriate.
- Encourage the redevelopment of underutilized land to more productive uses.
- Prioritize employment uses over residential uses in the Greater Airpark.
- In accordance with the Airport's Part 150 Noise Compatibility Study, require aviation easements and fair disclosure statement for all new and redevelopment projects in the Greater Airpark.
- Hayden Road is a designated Signature Corridor, along which revitalization and infill development should be encouraged.

Neighborhoods and Housing Chapter

- Encourage a variety of urban dwelling types and mixed-use development that are compatible with and support the aviation and employment uses of the Greater Airpark.
- Encourage thoughtful and creative residential development that enhances, supports, and is sensitive to Airport operations and the Greater Airpark's identity as an employment center.
- Encourage residential in AMU-R areas to reduce traffic congestion, improve air quality, and

provide workforce housing opportunities where:

- Dwellings will not be adjacent to industrial uses that could be in conflict with residential uses; and
- Dwellings will not lie within the 55 DNL contour (or higher).
- Support the integration of workforce housing and a diversity of dwelling types within the Greater Airpark.

Aviation Chapter

- A significant component to this application is that the Impact Church facility is currently adjacent to the Airpark runway, located at 15650 North 83rd Way, within the 70-75 DNL, and not an airport user. With the proposed amendment, Impact Church will be able to relocate within the 55 DNL and allow for growth by accommodating the need to expand operational space to their current 2,800 Scottsdale membership.
- The goals and policies from the Aviation Chapter of the Greater Airpark Character Area Plan promote a safe, environmentally responsible and financially self-sustaining airport. The chapter encourages maintaining and enhancing aviation uses and aviation-related businesses. Relocating a non-aviation based user (Impact Church) will provide for the prospect in locating a business that is aviation based.

During the two-year public outreach process (2008-2010) for the Greater Airpark Character Area Plan, the business community in particular expressed support for more residential in the area. Businesses, particularly small to medium-size businesses, cited frustrations with keeping entry to mid-level staff employed because of long and costly commutes their employees have to endure. Many larger companies mentioned that younger professionals, whom they are trying to attract, prefer urban-style living environments close to work.

In recent years, Scottsdale has experienced a downward trend in auto dealer development along N. Hayden Road. Many auto dealers today along N. Hayden Road have relocated to more visible locations, preferring newer buildings which provide efficiencies not available with older auto dealer structures. This case is a leading example of an underutilized auto dealer property that is ripe for redevelopment.

Scottsdale Airport 14 CFR Part 150 Noise Compatibility Study

The Airport 14 CFR Part 150 Noise Compatibility Study (hereafter referred to as “Part 150”) is a voluntary study last updated in 2005 that includes recommendations for aircraft noise abatement and land use compatibility planning. The Part 150’s land use study area consists of 64 square miles around the Scottsdale Airport, bounded by Deer Valley Road to the north, Shea Boulevard to the south, 48th Street to the west, and 120th Street to the east (Attachment #12).

The Land Use Management Element of the Part 150 Program recommends that land uses within the 2009 55 day-to-night average noise level (DNL) contour (Attachment #13) should be maintained. It also recommends the preservation of current compatible industrial, commercial and open space designations, and discourages rezoning for residential and other noise sensitive land uses, within the 64-square mile study area. The western/commercial (Impact Church) portion of the property

falls within the 55 DNL contour, however as proposed, the multi-family residential portion of the property does not.

In addition, the Part 150 study recommends a set of project review guidelines to evaluate land use and zoning changes within the study area. The Part 150 includes a recommended influence zone map (Attachment #15) and matrix (Attachment #16) to evaluate a proposed development. The subject property falls within the AC-2 zone, which allows for multi-family and other residential uses, provided a fair disclosure statement, avigation easement, and sound insulation to reduce levels by at least 25 decibels are required as conditions of development or building permit approval. City staff utilizes the recommended project review guidelines when processing cases, such as a rezoning.

Another item of note in the Part 150 study is departure and arrival routes of helicopters near the site. The Federal Aviation Administration (FAA) guides helicopter traffic into and out of the Airpark utilizing departure routes and "checkpoints." The routes were determined based upon airspace safety and noise compatibility. All routes are located over major roadways or compatible land uses and were included in the development of the 2009 noise contours. The closest checkpoint to the site is point Pima Road, over the Freeway at Raintree Drive. Helicopters are required to remain at or below 500 feet above ground level until crossing point PIMA. Attachment #17 shows the Airpark existing and future consolidated arrival Touch & Go, and helicopter routes.

In 2011 this property was denied the same request (7-GP-2011) for a non-major General Plan amendment to amend the land use designation as provided by the Greater Airpark Character Area Plan from Airpark Mixed Use-Residential (AMU) to Airpark Mixed Use-Residential (AMU-R) because at that time, the entire 12.17 acre site was the requested area of change. More specifically, that application proposed locating the proposed residences on the property within the 55 DNL noise contours, a request that is contrary to the recommendations of the Airport 14 CFR Part 150 Noise Compatibility Study.

This application proposes locating Impact Church on the northern portion of the site that falls within the 55 DNL and the proposed residential (Sunrise Commons) on the southern portion of the site outside the 55 DNL.

2009 Greater Airpark Economic Study by Gruen Gruen + Associates

In 2008, the City of Scottsdale contracted with Gruen Gruen + Associates to perform an update to their 1999 Economic Study of the Airpark Area. The purpose of the study was to document existing and forecast future Greater Airpark employment and space demand, as well as to provide strategic policy recommendations.

The study estimates that the Greater Airpark area contained 1,270 business establishments (of five or more employees), employing around 42,500 people in 2007. By 2030, the area could comprise over 73,000 jobs. In comparison, northeast Phoenix, the 16,600-acre area immediately west of the Greater Airpark, could reach 93,000 jobs in 2030, and several million square feet of retail space are planned in this area. The Gruen economic study projects that retail expenditure potential within a 20-minute drive from the Greater Airpark will increase by \$820 million between 2009 and 2020. That study also forecasts a future retail space demand of 120,000 square feet per year.

"Market demand is not likely to support much more regional-serving retail uses than those already planned and under construction, and it will be challenging for all of the existing properties and planned projects to build-out in the time frames the developers originally anticipated. Accordingly... policy actions should be directed to augmenting the strength and diversity of the mixed-use activity nodes which have already gained entitlement [with higher-density housing and other diverse uses]."

"Given the intense competition for office and retail uses that can be expected, along with traffic concerns, encourage relatively high-density housing integrated into mixed-use developments...which will (a) facilitate efficient density patterns, (b) allow the private market to replace obsolete building space, and (c) reduce reliance on the automobile. Higher-density housing will provide comparative advantages to office-using businesses and buttress the viability of retail and service establishments, while reducing traffic congestion."

– 2009 Analysis and Forecast of Employment and Building Space Demand
and Strategic Policy Recommendations for the Greater Airpark Study Area
by Gruen Gruen + Associates, pgs 14 and 15

The full Economic Study text can be found at:

<http://www.scottsdaleaz.gov/Assets/Public+Website/economics/2009+Airpark+Land+Use+Study.pdf>

2010 Citywide Development Forecast by Applied Economics & 2013 Land Use Analysis by Elliott Pollock and Company

In 2009, the City of Scottsdale contracted with Applied Economics to perform forecasts for future development for all of Scottsdale. The study examined Scottsdale in three geographic sub-areas—south, central and north Scottsdale. The Greater Airpark falls within the Central Sub-Area, which is bounded by Deer Valley Road, Indian Bend Road, Phoenix/Paradise Valley, and Fountain Hills/Salt River Pima-Maricopa Indian Community.

In 2013, the City's Water Resource division contracted with Elliot Pollack & Company to assess the current, and projected, land use composition within of the city for the purpose to establish assumptions/methods to how the City calculates Water and Wastewater Impact Fees; a state statute requirement. Having been provided background information and research from prior reports adopted by the city, a Land Use Assumption Report was generated to assist in forecasting where growth and redevelopment might occur and when it might occur. The three resources to which this LUA report relied upon was the aforementioned Applied Economic Development Forecast, the second, a 2012 Water Reuse Master Plan Update, and finally, the Land Use and Economic Forecast produced by Elliot Pollack and Company.

According to the 2013 Land Use Analysis by Elliott Pollack and Company, the Central Sub-Area is projected to absorb approximately 575 acres of urban residential development by 2030, far more than the rest of the city. Non-residential (e.g. office, retail, industrial) land absorption will continue to dominate the Central Sub-Area through 2030, more than double that of the rest of the community combined.

The full Development Forecast text can be found at:

http://www.scottsdaleaz.gov/Assets/Public+Website/generalplan/Development_Forecasts_2010.pdf

The full 2013 Land Use Analysis text can be found at:

[http://www.scottsdaleaz.gov/Assets/Public+Website/water/Rates+\\$!26+Fees/LUAR2013.pdf](http://www.scottsdaleaz.gov/Assets/Public+Website/water/Rates+$!26+Fees/LUAR2013.pdf)

Land Use Impact Model

Long-Range Planning Services uses a land use impact model to generally assess the impacts of potential changes in land use designations.

The application of the model on the subject property as AMU-R indicates that the change in land use classification would result in a projected increase in resident population of 805 people and an increase of 311 residential units. The model indicates an estimated increase of 143 school-aged students across grades K-12 and an increase of 329 workers. Water usage is projected to increase by 12.1 million gallons, and wastewater by 9 million gallons, per year than the existing AMU designation. Traffic, according to the model, could increase by approximately 1,500 vehicle trips per day. Because the existing land use designation allows for a considerable range of use types, the actual increases in measured categories are at best an estimate and should not be considered conclusive.

Policy Implications (Non-Major General Plan Amendment)

The proposed amendment includes several policy implications:

Residential in the Airpark

- Residential uses located within the Airpark may be beneficial for the following reasons:
 - Supports the city's largest employment area by providing housing for the Airpark workforce, a top priority for the Airpark business community during Greater Airpark Character Area Planning outreach.
 - Potentially reduces commute times and traffic congestion for Airpark workers.
 - Supports the planned and existing retail base in Scottsdale and northeast Phoenix.
 - Provides new housing options close to employment areas, which may be attractive to prospective companies seeking to relocate; young professionals who would want to live close to work and entertainment; and existing businesses looking to retain employees.
- Residential uses located within the Airpark, and this site in particular, may be an issue for two reasons:
 - The impacts of airport uses with airplane and helicopter flights nearby and potential noise complaints from future residents.
 - Potentially hazardous materials and activities that may occur in an employment/industrial area in relative proximity to residential uses.

Land Use

- Supports a shift from a suburban industrial park setting, to more of an urban, mixed-use environment, a goal of the Character Area Plan.
- Supports the aviation land use designation in the Greater Airpark Character Area Plan by relocating a non-aviation land use (Impact Church) off of a property immediately adjacent to the Scottsdale Airport runway and within the Character Area Plan's Aviation land use designation
- Possible compatibility issues of adjacent land uses in the Airpark (e.g. car wash and major traffic generating by Costco Wholesale, immediately adjacent to the subject property.)
- Reinvestment of an underutilized/vacant Airpark property in the city's largest growth area.

Due to potential impacts to Airport operations and impacts to potential future residents, staff recommends that, if approved, any development that includes a residential component in this area should:

- Mitigate the impacts of aircraft noise on the development's tenants utilizing adequate noise attenuation measures in building construction;
 - In particular, sound insulation should reduce interior to exterior noise levels by 25 decibels;
- Include an aviation easement as a condition of development; and
- Require noise disclosures and notification of the Airport's proximity.

ZONING DISTRICT MAP AMENDMENT IMPACT ANALYSIS

Land Use

Although the surrounding area is primarily comprised of retail and employment uses, the proposed residential use would allow for implementation of the goals of the Greater Airpark Character Area Plan, which promotes a mixture of land uses in the Airpark area, including residential. In addition, the proposed multi-family land use would be located adjacent to existing retail and employment uses and could encourage more pedestrian circulation in the area and a reduction in overall vehicle trips, while introducing workforce housing near several large employment sites. The applicant is intending to provide several enhancements to the existing pedestrian circulation of the area to encourage an increase in pedestrian circulation of the area.

Airport Vicinity

The site is located approximately 1,800 feet southeast of the runway for the Scottsdale Airport. This location is partially within the boundaries of the 55 decibel (dB) noise contour (aka 55 DNL) of the airport. The 55 DNL splits the site roughly in half and runs parallel to the runway from the southwest corner of the site to the northeast portion of the site. Additionally, the site is located within the AC-2 area of the Airport Influence Zones, which allows for residential uses but requires additional steps to be taken by the property owner for disclosure to future tenants and sound attenuation measures. The owner has agreed to these requirements and will also be adding additional sound insulation to the building to reduce exterior to interior noise travel in the proposed residential buildings. The project was heard by the Airport Advisory Commission on January 8, 2014. The Airport Advisory Commission voted 6-0 to recommend approval of the project to the City Council.

Bonus Development Standards

To encourage inclusion of broader public benefits and provide flexibility in planning, an application for the PCP district may request bonuses for an increase in floor area ratio (FAR) and/or building height. An increase in FAR and/or building height is considered against the applicant's proposal for special public improvements. The applicant is requesting to utilize this provision to allow an overall gross floor area increase of 9,662 square feet. In exchange for the increased gross floor area, the applicant will be contributing \$100,000 to special public improvements, as required by the bonus provisions of the PCP zoning district. The special public improvements will be applied to public art.

Traffic/Trails

The Transportation Department has reviewed the proposed development, including access points and pedestrian circulation. The applicant has submitted a detailed traffic impact study for the

proposed development. The study estimates a total of 1,292 vehicle trips generated by the site under the current conditions. Additionally, the study estimates a total of 2,808 vehicle trips to be generated under the proposed development condition, or an overall increase of 1,516 vehicle trips daily. There are currently no trails located adjacent to the proposed development. However, there is a planned paved path to be located on the north and west sides of N. Hayden Road near the site and N. Hayden Road is listed as a pedestrian and bicycle corridor in the Greater Airpark Character Area Plan. There are existing sidewalks in the area along N. Hayden Road, which the project will be enhancing. The surrounding street network has capacity for the additional trips generated by the proposed development. There are no traffic impacts anticipated as a result of the proposal.

Water/Sewer

The City's Water Resources Department has reviewed the applications and finds that there are adequate water and wastewater services for the proposed use.

Public Safety

The City's public safety departments have reviewed the applications and find that there is adequate ability to provide fire and police services for the proposed use. No impacts are anticipated as a result of the proposed Non-Major General Plan Amendment and rezoning requests.

School District Comments/Review

The applicant has notified the Scottsdale Unified School District of the proposed requests. The School District has confirmed that there are adequate facilities to accommodate the proposed uses.

Open Space

The proposed development is required to provide a minimum of 28% of the site to be open space. The project is providing this open space in areas along N. Hayden Road with a minimum 35-foot landscaped setback as well as areas within courtyards throughout the residential portion of the project. Large open space areas will be provided around the perimeter of the church facility and landscape areas will be located between the residential buildings and adjacent commercial properties. Finally, the proposed residential development will be providing private outdoor living space adjoining most units.

Community Involvement

The applicant notified all property owners within 750 feet of the site and held an open house to present the request on December 3, 2013. A copy of the applicant's Citizen Involvement Report is attached to this report. The city also notified all property owners within 750 feet of the site. City staff has received multiple e-mails in support of the proposed requests.

Policy Implications (Zoning District Map Amendment)

The Planned Airpark Core Development (PCP) zoning district is intended as a tool to help implement the City's goals of the Greater Airpark Character Area Plan. The PCP zoning district provides for that purpose by allowing a mix of uses within the same district, usually within one development parcel and encouraging the redevelopment of underutilized land. The approval of the zoning district map amendment would also encourage the relocation of an existing church facility to a location further away than its current location thereby supporting the overall goals and functions of the Scottsdale Airport. Approval for the proposed zoning district map amendment would allow for the integration

of the residential component of the overall mixed-use development for this site and the area.

OTHER BOARDS & COMMISSIONS

Airport Advisory Commission

The Airport Advisory Commission reviewed the proposal and made a recommendation to the City Council for approval with a 6-0 vote at their January 8, 2014 meeting.

Planning Commission

Planning Commission heard these cases on March 5, 2014 and recommended approval with a unanimous vote of 5-0.

Staff Recommendation to Planning Commission

1. Recommend that the City Council approve a Non-Major General Plan Amendment to amend the Greater Airpark Character Area Plan Future Land Use Map from Airpark Mixed Use (AMU) to Airpark Mixed Use-Residential (AMU-R) on a 4.59 +/- acre site located at 15333 N. Hayden Road.
2. Determine that the proposed zoning district map amendment is consistent and conforms with the adopted General Plan, and recommend that City Council approve a Zoning District Map Amendment from General Commercial (C-4) zoning to Planned Airpark Core Development, Airpark Mixed Use (PCP AMU) zoning for 7.58 +/- acres and Planned Airpark Core Development, Airpark Mixed Use – Residential (PCP-AMU-R) zoning for 4.59 +/- acres, including approval of a Development Plan, and including approval of Bonus Development Standards of floor area ratio (FAR) for Special Improvements, on a total gross site area of 12.17 +/- acres located at 15333 N. Hayden Road.

OPTIONS & STAFF RECOMMENDATION

Recommended Approach:

1. Adopt Resolution No. 9664 approving an Amendment to the General Plan for the City of Scottsdale, for a Non-Major General Plan Amendment to amend the Greater Airpark Character Area Plan Future Land Use Map from Airpark Mixed Use (AMU) to Airpark Mixed Use-Residential (AMU-R) on a 4.59 +/- acre site located at 15333 N. Hayden Road.
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4. Adopt Resolution No. 9701 authorizing Development Agreement No. 2013-037-COS outlining bonus floor area for the development in exchange for a monetary contribution.

RESPONSIBLE DEPARTMENTS

Planning, Neighborhood and Transportation

Current Planning Services and Long Range Planning Services

STAFF CONTACTS

Brad Carr, AICP LEED-AP

Senior Planner

480-312-7713

E-mail: bcarr@ScottsdaleAZ.gov

Adam Yaron

Planner

480-312-2761

E-mail: ayaron@scottsdaleaz.gov

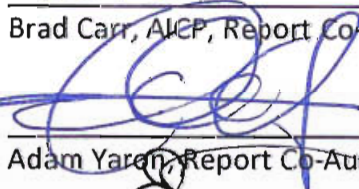
APPROVED BY



Brad Carr, AICP, Report Co-Author

3.13.2014

Date



Adam Yaron, Report Co-Author

3.24.2014

Date



Erin Perreault, AICP, Long Range Planning Manager

480-312-7093, eperreault@scottsdaleaz.gov

03.24.14

Date



Tim Curtis, AICP, Current Planning Director

480-312-4210, tcurtis@scottsdaleaz.gov

3/24/2014

Date



Randy Grant, Administrator

Planning, Neighborhood and Transportation

480-312-2664, rgrant@scottsdaleaz.gov

3/24/14

Date

ATTACHMENTS

1. Resolution No. 9664
Exhibit 1. Greater Airpark Character Area Plan Future Land Use Map (Proposed)
2. Ordinance No. 4142
Exhibit 1. Stipulations
Exhibit 2. Zoning Map
3. Resolution No. 9665
Exhibit A. Impact Church/Sunrise Commons Development Plan
4. Resolution No. 9701
5. Development Agreement No. 2014-037-COS
6. Additional Information
7. Context Aerial
- 7A. Aerial Close-Up
8. General Plan Conceptual Land Use
9. General Plan Growth Areas Map
10. Greater Airpark Character Area Plan Future Land Use Map
11. Greater Airpark Character Area Plan Future Land Use Map (Existing)
12. Character Area Plan Development Types Map
13. Part 150 Study Area Map
14. Part 150 2009 Noise Contours Map
15. Part 150 Airport Influence Zones Map
16. Part 150 Influence Zones Recommended Uses Matrix
17. Part 150 Arrival/Departure/Helicopter Routes Map
18. Citizen Involvement
19. City Notification Map
20. January 8, 2014 Airport Advisory Commission minutes
21. March 5, 2014 Planning Commission minutes

RESOLUTION NO. 9664

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SCOTTSDALE, MARICOPA COUNTY, ARIZONA, ADOPTING AN AMENDMENT TO THE GENERAL PLAN FOR THE CITY OF SCOTTSDALE, FOR A NON-MAJOR GENERAL PLAN AMENDMENT TO THE GREATER AIRPARK CHARACTER AREA PLAN FUTURE LAND USE MAP FROM AIRPARK MIXED USE (AMU) TO AIRPARK MIXED USE-RESIDENTIAL (AMU-R) ON A 4.59 +/- ACRE SITE LOCATED AT 15333 N. HAYDEN ROAD.

WHEREAS, the City Council, through its members and staff, has solicited and encouraged public participation in the development of the General Plan Amendment, consulted and advised with public officials and agencies as required by Arizona Revised Statutes Section 9-461.06, transmitted and submitted a review copy of the General Plan Amendment proposal to each agency required by ARS Section 9-461.06 and all persons or entities who made a written request to receive a review copy of the proposal, and considered comments concerning the proposed amendment and alternatives; and

WHEREAS, the Planning Commission held a hearing on March 5, 2014 concerning the General Plan Amendment; and

WHEREAS, the City Council, held a public hearing on April 8, 2014, and has incorporated, whenever possible, the concerns expressed by all interested persons.

NOW, THEREFORE, LET IT BE RESOLVED, by the City Council of the City of Scottsdale, Maricopa County, Arizona, as follows:

Section 1. That the City Council hereby amends the Greater Airpark Character Area Plan Future Land Use Map for the property located at 15333 N. Hayden Road from Airpark Mixed Use (AMU) to Airpark Mixed Use-Residential (AMU-R).

Section 2. That the above amendment is described in Case No. 10-GP-2013 (relating to zoning case 19-ZN-2013) and on Exhibit 1 attached hereto and incorporated by this reference.

Section 3. That copies of this General Plan amendment shall be on file in the Office of the City Clerk, located at 3939 North Drinkwater Boulevard, Scottsdale, Arizona.

PASSED AND ADOPTED by the Council of the City of Scottsdale, Maricopa County, Arizona this ____ day of _____, 2014.

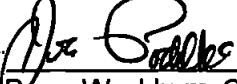
ATTEST:

CITY OF SCOTTSDALE, an Arizona
municipal corporation

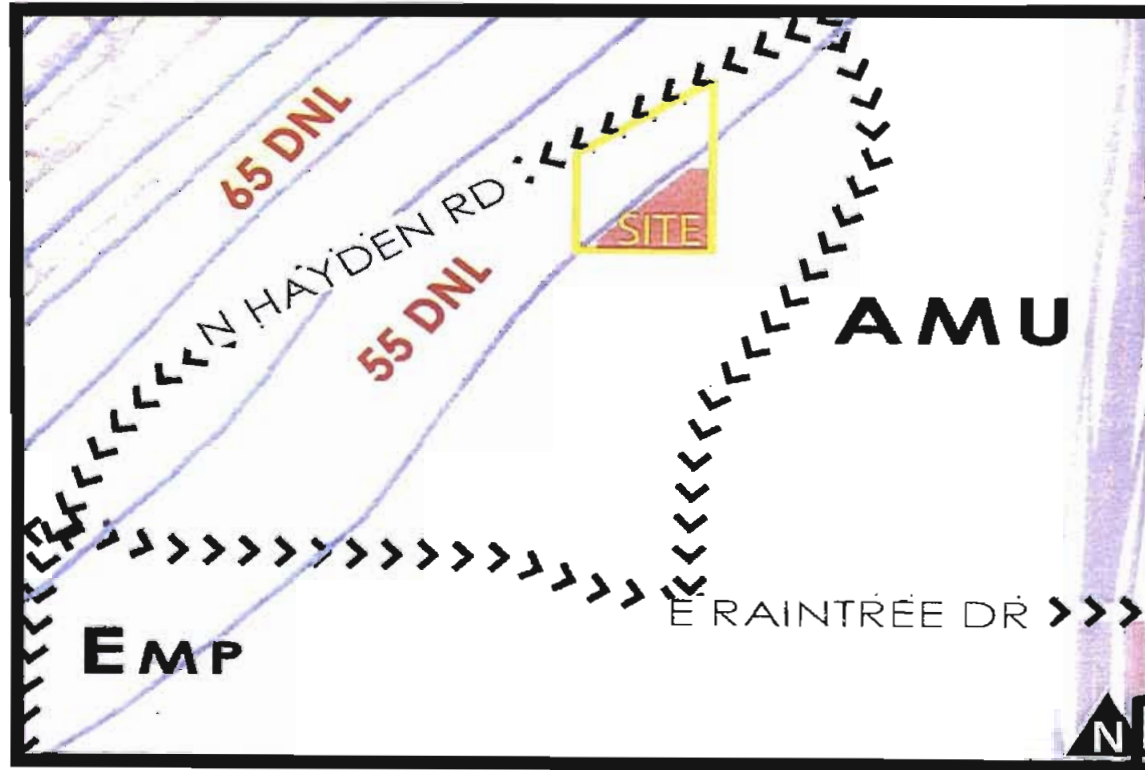
By: _____
Carolyn Jagger
City Clerk

By: _____
W.J. "Jim" Lane
Mayor

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY

By:  _____
Bruce Washburn, City Attorney
By: Joe Padilla, Senior Assistant City Attorney

Greater Airpark Character Area Plan Future Land Use Map (Proposed)



LEGEND

-  Airpark Mixed Use- Residential (AMU-R)
-  Airpark Mixed Use (AMU)
-  Employment (EMP)
-  Aviation (AV)
-  Greater Airpark Boundary
-  Signature Corridor
-  Airport Noise Contours



10-GP-2013

ORDINANCE NO. 4142

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SCOTTSDALE, MARICOPA COUNTY, ARIZONA, AMENDING ORDINANCE NO. 455, THE ZONING ORDINANCE OF THE CITY OF SCOTTSDALE, BY AND FOR THE PURPOSE OF CHANGING THE ZONING ON THE "DISTRICT MAP" TO ZONING APPROVED IN CASE NO. 19-ZN-2013 FROM GENERAL COMMERCIAL (C-4) ZONING TO PLANNED AIRPARK CORE DEVELOPMENT, AIRPARK MIXED USE (PCP-AMU) ZONING FOR 7.58 +/- ACRES AND PLANNED AIRPARK CORE DEVELOPMENT, AIRPARK MIXED USE - RESIDENTIAL (PCP-AMU-R) ZONING FOR 4.59 +/- ACRES, INCLUDING APPROVAL OF A DEVELOPMENT PLAN, AND INCLUDING APPROVAL OF BONUS DEVELOPMENT STANDARDS OF FLOOR AREA RATIO (FAR) FOR SPECIAL IMPROVEMENTS, ON A TOTAL GROSS SITE AREA OF 12.17 +/- ACRES LOCATED AT 15333 N. HAYDEN ROAD.

WHEREAS, the Planning Commission held a public hearing on March 5, 2014, and made the required recommendations; and

WHEREAS, the City Council held a hearing on April 8, 2014; and

WHEREAS, the City Council finds that the proposed development is in substantial harmony with the General Plan of the City of Scottsdale and will be coordinated with existing and planned development; and

WHEREAS, it is now necessary that the comprehensive zoning map of the City of Scottsdale ("District Map") be amended to conform with the decision of the Scottsdale City Council in Case No. 19-ZN-2013.

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Scottsdale, as follows:

Section 1. That the "District Map" adopted as a part of the Zoning Ordinance of the City of Scottsdale, showing the zoning district boundaries, is amended on a 7.58 +/- acre parcel and a 4.59 +/- acre parcel located at 15333 N. Hayden Road, marked as "Site" (the Property) on the map attached as Exhibit 2, for a Zoning District Map Amendment from General Commercial (C-4) zoning to Planned Airpark Core Development, Airpark Mixed Use (PCP-AMU) zoning for 7.58 +/- acres and Planned Airpark Core Development, Airpark Mixed Use - Residential (PCP-AMU-R) zoning for 4.59 +/- acres, including approval of a Development Plan, and including approval of Bonus Development Standards of floor area ratio (FAR) not to exceed 9,662 square feet in exchange for a Special Improvements contribution, on a total gross site area of 12.17 +/- acres and by incorporating that certain document entitled "Impact Church / Sunrise

Commons Development Plan," declared a public record by Resolution No. 9665, into this ordinance by reference as if fully set forth herein.

Section 2. That the above approval is conditioned upon compliance with all stipulations attached hereto as Exhibit 1 and incorporated herein by reference.

PASSED AND ADOPTED by the Council of the City of Scottsdale this _____ day of _____, 2014.

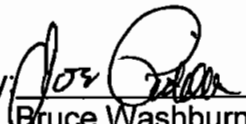
ATTEST:

CITY OF SCOTTSDALE, an Arizona
Municipal Corporation

By: _____
Carolyn Jagger
City Clerk

By: _____
W.J. "Jim" Lane
Mayor

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY

By:  _____
Bruce Washburn, City Attorney
By: Joe Padilla, Senior Assistant City Attorney

Stipulations for the Zoning Application:

Impact Church/Sunrise Commons

Case Number: 19-ZN-2013

These stipulations are in order to protect the public health, safety, welfare, and the City of Scottsdale.

GOVERNANCE

1. **APPLICABILITY.** All stipulations of cases 19-ZN-2013 supersede all of the stipulations of case numbers 42-ZN-1997.

SITE DESIGN

2. **CONFORMANCE TO DEVELOPMENT PLAN.** Development shall conform with the Development Plan, entitled "Impact Church/Sunrise Commons Development Plan," which is on file with the City Clerk and made a public record by Resolution No. 9665 and incorporated into these stipulations and ordinance by reference as if fully set forth herein. The Development Plan is contingent upon special public improvements, drainage, airport requirements, pedestrian and vehicular circulation improvements, landscaping and other site planning concerns to be addressed at the time of Development Review Board approval. Any proposed significant change to the Development Plan, as determined by the Zoning Administrator, prior to the Development Review Board approval shall be subject to additional public hearings before the Planning Commission and City Council.
3. **CONFORMANCE TO DEVELOPMENT AGREEMENT.** The Developer shall enter into development agreement number no. 2014-037-COS, which sets forth the manner in which a gross floor area bonus for the 4.59+/- acre multi-family residential portion of the site can be achieved in exchange for a minimum \$100,000 monetary contribution to the City of Scottsdale Art in Public Places program. Should the development agreement not become effective or if the Developer does not comply with the terms of the development agreement, the bonus gross floor area as set forth in the Development Plan shall become null and void. Any significant change to the Development Plan, as determined by the Zoning Administrator, shall be subject to additional public hearings before the Planning Commission and City Council. Any amendment to the development agreement shall also be subject to City Council approval.
4. **MAXIMUM DWELLING UNITS/MAXIMUM DENSITY.** Maximum dwelling units and maximum density for that portion of the site zoned Planned Airpark Core Development, Airpark Mixed Use – Residential (PCP-AMU-R) shall be as indicated on the Land Use Budget Table below.

Parcel	Gross Acres	Zoning	Maximum Dwelling Units	Maximum DU/Gross Acre
Sunrise Commons	4.59 +/-	PCP-AMU-R	311	67.8 DU/Gross Acre

5. **HAYDEN ROAD LANDSCAPE SETBACK.** A minimum thirty-five (35) foot, with an average (40) foot, landscape setback shall be provided between N. Hayden Road and parking improvements on the site. Setback shall be measured from existing curb line.
6. **PERIMETER LANDSCAPING AREAS.** The developer shall be responsible to maintain, where possible, any existing mature landscaping along the west, south and east portions of the site. With the Development Review Board submittal, the developer shall submit a detailed plant salvage plan that identifies existing tree locations on, and adjacent to, the site's west, south and east property lines.
7. **PEDESTRIAN CONNECTIONS.** The site shall provide a minimum of three (3) pedestrian connections to existing properties surrounding the site. A minimum of one (1) connection having a minimum width of six (6) feet shall be provided to each of the west, south and east sides of the site. Pedestrian connections shall be reviewed and approved by city transportation staff.
8. **BUILDING HEIGHT LIMITATIONS.** No building on the site shall exceed 75 feet in height, inclusive of mechanical, measured as provided in the applicable section of the Zoning Ordinance.
9. **PERIMETER EXCEPTION.** Concurrent or prior to any land division on the site, a perimeter exception development agreement shall be executed with the City recognizing the shared Development Plan of the site.

AIRPORT

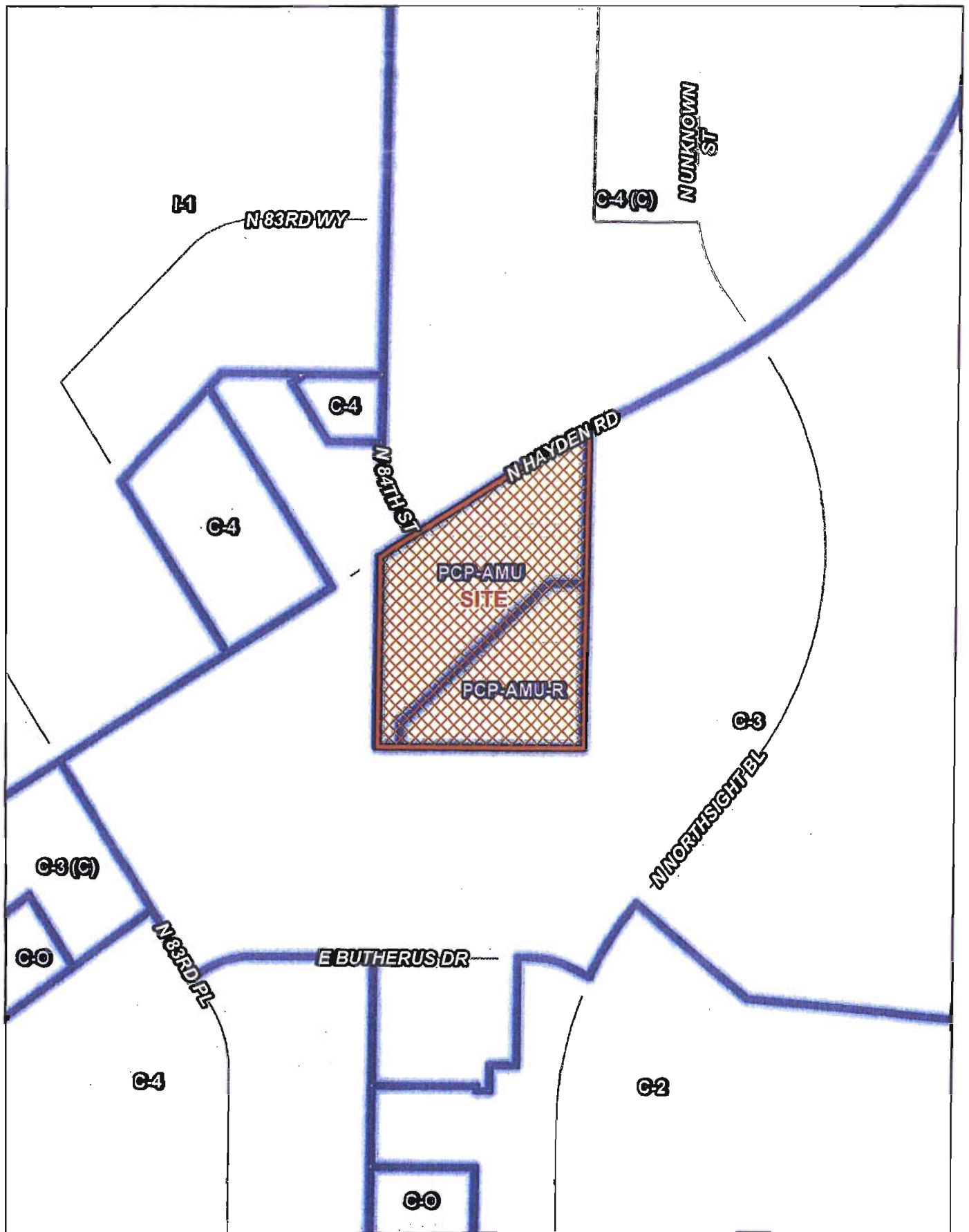
10. **AIRCRAFT NOISE AND OVERFLIGHT DISCLOSURE.** With the final plans submittal, the owner shall provide noise disclosure notice to occupants, potential homeowners, employees and/or students in a form acceptable to the Scottsdale Aviation Director.
11. **AVIGATION EASEMENT.** With the Development Review Board submittal, the owner shall provide a signed and completed Avigation Easement in a form acceptable to the City for recording.
12. **AVIGATION EASEMENT AND LAND RESTRICTION.** With the Development Review Board submittal, the owner shall provide a signed and completed Avigation Easement in a form acceptable to the City for recording. Owner has agreed to and therefore shall record a restriction on the southern portion of the site (the residential property) prohibiting the property from being subdivided into parcels, lots or units that would allow for separate individuals to own each such parcel, lot or unit individually.
13. **SOUND ATTENUATION MEASURES.** With the final plans submittal, the developer shall provide sound attenuation measures that are limited to a sound transmission class of not less than 50 (45 if field tested) as provided in the International Building Code (IBC).

INFRASTRUCTURE AND DEDICATIONS

14. **CIRCULATION IMPROVEMENTS.** Before any certificate of occupancy is issued for the site, the owner shall make the required dedications and provide the following improvements in conformance with the Design Standards and Policies Manual and all other applicable city codes and policies.
 - a. **STREETS.** Dedicate the following right-of-way and construct the following street improvements:

Street Name	Street Type	Dedications	Improvements	Notes
Hayden Road	Minor Arterial	55 feet half-street Right-of-Way (existing)	Deceleration lane at northeastern driveway, sidewalk, signing and striping	a.1., a.2., a.3.

- a.1. The owner shall construct a deceleration lane and provide striping and signing at the northeastern site driveway.
- a.2. The owner shall construct an 8 foot wide sidewalk along the site's N. Hayden Road frontage. Sidewalk shall be separated from the back of curb, except at deceleration lane locations.
- a.3. The owner shall provide pavement striping at the southwestern site driveway to show inbound, left, right/through lanes.
- b. **VEHICLE NON-ACCESS EASEMENT.** Dedicate a one foot wide vehicular non-access easement along the site's E. Hayden Road frontage, except at the approved street entrance.
- c. **CROSS ACCESS EASEMENT.** With the final plans submittal, the owner shall dedicate a cross access easement dedicated to the adjoining property owner east of the site. The cross access easement shall be located along the drive aisle of the northern most row of parking adjacent to N. Hayden Road, to the satisfaction of Transportation Department staff.
15. **RESIDENCE SIDEWALK.** With the Development Review Board submittal, the developer shall modify the site plan to include a continuous sidewalk along the southern and eastern portions of the residential development. In areas where sidewalk overlaps required 24-foot fire lane, sidewalk shall be designed to accommodate fire truck loads. Design and location of sidewalk shall be reviewed and approved by transportation staff.
16. **SITE ACCESS.** Access to the site shall be limited to the two (2) existing site driveways on N. Hayden Road.
17. **RESIDENTIAL REFUSE COLLECTION.** The owner shall provide a minimum of one (1) refuse compactor on site for the residential development. Refuse compactor location(s) shall be reviewed and approved by city engineering and solid waste staff.
18. **SEWER INFRASTRUCTURE.** Discharge flow from on-site sewer system lift station to public sewer system in Hayden Road shall not exceed 80 gallons per minute (gpm). If the discharge from the on-site sewer system lift station exceeds 80 gpm, as determined by Water Resources staff, improvements to the off-site public sewer system shall be required.
19. **BASIS OF DESIGN REPORTS (WATER and WASTEWATER).** The owner shall submit Basis of Design reports (Water and Wastewater) for review and acceptance by City of Scottsdale Water Resources staff prior to submitting final improvement plans for review.



19-ZN-2013

Exhibit 2
Ordinance No. 4142

RESOLUTION NO. 9665

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SCOTTSDALE, MARICOPA COUNTY, ARIZONA, DECLARING AS A PUBLIC RECORD THAT CERTAIN DOCUMENT FILED WITH THE CITY CLERK OF THE CITY OF SCOTTSDALE AND ENTITLED "IMPACT CHURCH / SUNRISE COMMONS DEVELOPMENT PLAN."

WHEREAS, State Law permits cities to declare documents a public record for the purpose of incorporation into city ordinances; and

WHEREAS, the City of Scottsdale wishes to incorporate by reference amendments to the Zoning Ordinance, Ordinance No. 455, by first declaring said amendments to be a public record.

NOW, THEREFORE BE IT RESOLVED, by the Council of the City of Scottsdale, Maricopa County, Arizona, as follows:

Section 1. That certain document entitled "Impact Church / Sunrise Commons Development Plan," attached as Exhibit A, three copies of which are on file in the office of the City Clerk, is hereby declared to be a public record. Said copies are ordered to remain on file with the City Clerk for public use and inspection.

PASSED AND ADOPTED by the Council of the City of Scottsdale, Maricopa County, Arizona this _____ day of _____, 2014.

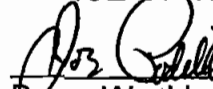
ATTEST:

CITY OF SCOTTSDALE, an
Arizona municipal corporation

By: _____
Carolyn Jagger, City Clerk

By: _____
W. J. "Jim" Lane, Mayor

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY



Bruce Washburn, City Attorney

By: Joe Padilla, Senior Assistant City Attorney

Exhibit A
Impact Church/Sunrise Commons
Development Plan

Project Narrative/Development Plan

Non-Major General Plan Amendment

&

Rezoning

for

Impact Church / Sunrise Commons

Location: 15333 N. Hayden Road

Request for a Non-Major General Plan Amendment
from Airpark Mixed Use (AMU) to Airpark Mixed Use Residential (AMU-R) on only
the southern portion of the Property

and

Rezoning from General Commercial (C-4) to Planned Commerce Park – Airpark Mixed
Use (PCP-AMU) on the northern portion of the Property and Planned Commerce Park –
Airpark Mixed Use – Residential (PCP-AMU-R) on the southern portion of the

Prepared by:

Berry Riddell & Rosensteel, LLC

John V. Berry, Esq.

Michele Hammond, Principal Planner

6750 E. Camelback Road, Suite 100
Scottsdale, AZ 85251

Exhibit A
Resolution No. 9665
Page 1 of 25

Date: January 30, 2014

19-ZN-2013
1/31/2014

I. Purpose of Request

This request is for a Non-Major General Plan Amendment ("GPA") from Airpark Mixed Use (AMU) to Airpark Mixed Use – Residential (AMU-R) and a rezoning from General Commercial (C-4) to Planned Commerce Park – Airpark Mixed Use – Residential (PCP-AMU-R) on 4.59+/- gross acres and a rezoning from C-4 to Planned Commerce Park – Airpark Mixed Use (PCP-AMU) a 7.58 +/- gross acre site located at 15333 N. Hayden Road (the "Property"). The applicant intends to create a unique mixed use development by relocating Impact Church (from their current Airpark location adjacent to the runway) to the northern portion (PCP-AMU) of the subject Property fronting Hayden in combination with a residential multifamily community of approximately 311+/- residential units on the southern portion (PCP-AMU-R) of the Property.

The 12.17 gross acre Property currently occupies a long vacant car dealership with a large amount of surface parking (over half the site is paved). Redevelopment of this underutilized, vacant Property will add to and support the local and regional economic base generating additional revenue for the City. The Property is surrounded by a variety of retail, employment and service related business in the Scottsdale Airpark.

A previous GPA application for residential on the entire 12.17 acre Property was denied by the City Council in 2011. The 2011 application did not include a companion rezoning case. Moreover, the prior GPA case for residential included the entire Property including the portion of the Property within the 55 DNL noise contour. Importantly, with the current application Impact Church is proposed within the 55 DNL and the residential community will be located outside of the 55 DNL.

Impact Church

Impact Church has been part of the Scottsdale Community for 10 years. Impact Church is a non-denominational Christian community dedicated to faith, family, and community service. Impact Church is currently located at 15650 N. 83rd Way adjacent to the runway and within the 70-75 DNL. The relocated and expanded church will be within the 55 DNL. Impact Church is the second fastest growing church in the US by percentage in 2013. They have grown 155% in the past 16 months and they are now the second largest church in Scottsdale with nearly 2,800 Scottsdale members and growing. Impact's current location is inadequate with only 55 parking spaces, inadequate restroom facilities, and limited classroom and community outreach facilities. Impact Church positively contributes to the Scottsdale community through many different acts of service including but not limited to over \$300k in community assistance annually, food drives, elderly community service, and free school supplies for children in need. Without the Sunrise Commons component, the relocation and expansion of Impact Church would not be viable.

Sunrise Commons

The Sunrise Commons residential community will provide residences close to jobs in the Scottsdale Airpark, which is the second largest employment center in the state of Arizona. New multifamily housing will provide additional customer base and an economic benefit for nearby businesses that have struggled; bringing rooftops to this area will help retail. The proposed luxury apartment units average 755 s.f. and will have an average rental rate of \$1.75 per s.f. (approximately \$1,320 per month). The annual income of potential residents is estimated to be approximately \$75,000.

Economic studies confirm there is a need for multifamily units in the area with current area vacancy rates at less than 5%. Scottsdale is experiencing an increasing demand for residential rental properties due to the following factors: economic climate and dislocations in the housing market, decreased home ownership rates, qualifying for a home loan has become increasingly difficult and now involves a large equity requirement that many would-be homebuyers do not have, and a general perception that owning a home is no longer the path to financial security that it was one considered to be. Additionally, young professionals/Gen Y are especially attracted to rental communities as they enter the prime renting age (approximately 20-35 years old) because this generation changes jobs and relocates at a higher frequency than previous generations.

II. Existing Improvements/History

The Property constitutes 12.17 +/- gross acres and is bordered by Hayden Road on the north with a U-Haul self-storage and moving truck rental facility (C-4) immediately across the street, Home Depot (C-3) on the east, Costco and Costco fueling station (C-3) on the west and Costco and Northsight Village retail center (C-3) on the south. The site's only access is via Hayden, a major arterial.

The redevelopment parcel is currently occupied by a former Buick/GMC car dealership with approximately 48,000 s.f. of vacant building space and a significant amount of surface parking that was utilized for vehicle display and storage. In 2008, there was a Development Review Board case approving a Mazda dealership on the northeast portion of the Property, which was never built.

III. Greater Airpark Character Area Plan / General Plan

The Greater Airpark Character Area Plan ("GACAP") was adopted in October 2010 by Scottsdale's City Council. The purpose of the GACAP is to establish "the vision for the Greater Scottsdale Airpark and provide the basis for Greater Airpark decision-making over a twenty-year timeframe." To achieve this, the City established a series of goals and policies to provide a framework for future development. The GACAP is divided into eight chapters each with its own focus and vision: Land Use, Neighborhood & Housing, Aviation, Community Mobility, Economic Vitality, Environmental Planning, Character & Design, and Public Service & Facilities. The following paragraphs ("responses") will highlight how this application meets the goals and policies of the GACAP.

The request for a Non-Major GPA on the southernmost 4.59 +/- acres of the subject Property from AMU to AMU-R will allow for residential land use in an area that is already designated for mixed-use (business, office, employment, retail, instructional and hotel uses). The Property is located along Hayden Road, which is designated as an existing transit route near major shopping areas on the Greater Airpark Transit Connections map. Additionally, the residential component of the proposed redevelopment site is located outside the 55 DNL line, which is appropriate for residential land uses. The Impact Church site is moving to this Property from a site at 15650 N. 83rd Way, which is immediately adjacent to the airport runway. New construction will feature appropriate noise attenuation through the use of upgraded building materials and insulation, disclosure to residents and an aviation easement in conformance with the City's requirements.

Additionally, the flight paths for both helicopter and fixed wing planes do not cross over this property, rather they route to the north, northeast, south and southwest. This site is clear of most flight path tracks as compared to other sites located in the Airpark.

GACAP Definition (emphasis added):

Airpark Mixed Use Residential areas are appropriate for the greatest variety of personal and business services, employment, office and institutional, cultural amenities, retail, hotel, and higher density residential. Developments in the AMU-R areas should be pedestrian-oriented have access to multiple modes of transportation and should be located outside of the Airport's 55 DNL contour. Residential and other sensitive uses should be a lesser component of development and include adequate sound attenuation. Design of residential uses in the areas south of the Central Arizona Project Aqueduct should support businesses and tourism uses, such as time-shares, multi family rental units and corporate housing [emphasis added].

The Conceptual Development Type Map designates the Property as "Type C – Higher Scale" which is defined in the GACAP as follows (emphasis added):

Type C development represents medium to higher scale development which supports pedestrian activity in the Greater Airpark. Type C is encouraged in areas with access to multiple modes of transportation, served by regional transportation networks (i.e. freeways or transit corridors), and where the scale will complement the area's character. Type C development is appropriate in areas next to both Types C1 and B development. Type C is not recommended immediately adjacent to the Scottsdale Airport.

The Regional Core designation denotes areas appropriate for the greatest development intensity in the Greater Airpark to support major regional land uses. Regional Core is only appropriate in Type C areas that are or will be served by high-capacity transit or a freeway. Regional Core areas should not be located adjacent to single-family residential areas or within Type A or B development areas [emphasis added].

Land Use

Policy LU 1.1 Maintain and expand the diversity of land uses in the Greater Airpark

Response: The proposal for a church and multifamily residential development on the 12.17+/- acre site fulfills two goals: 1) Relocates a church from a higher noise contour area (70 and 75 DNL) to a lower noise contour area, 2) Adds a missing residential component for this existing in a prime Airpark location of Scottsdale. Characteristics of successful mixed-use developments include a range of land uses and promote the "live, work, play" philosophy. The proposed development accomplishes a range of goals including revitalizing an underutilized property (the vacant, abandoned car dealership), integrating high quality, vibrant architecture and site planning to the area, and creating pedestrian synergy that will complement the surrounding context.

Policy LU 1.2 Support a mix of land uses within the Greater Airpark that promote a sense of community and economic efficiency, such as clustering similar/supportive uses and incorporating residential intended for the area's workforce, where appropriate.

Response: The Airpark is predominately an employment core area. Integrating the proposed multifamily land use will provide a residential rental and workforce housing opportunity for the residents of Scottsdale in an employment and service core area of the City. The location of the Property not only provides an opportunity for workforce housing in the employment core, but also connectivity to the retail and restaurants established in the nearby developments that will enhance their sustainability. Both Impact Church and Sunrise Commons will promote an integrated, sustainable character for the area contributing towards the live, work, play goals identified in the GACAP.

Policy LU 1.4 Encourage the redevelopment of underutilized land to more productive uses.

Response: The redevelopment parcel currently contains a former Buick/GMC care dealership with 48,000 s.f. of vacant building space and a large parking field. The site has been sitting vacant for over 3 years. The redevelopment proposed under this application provides revitalization and more productive uses for this core area of Scottsdale.

Policy LU 1.6 Encourage the assemblage of small, inefficient parcels and the replacement of obsolete structures in the Greater Airpark utilizing strategies including, but not limited to, development flexibility and expedited processing of proposals.

Response: In addition to the comments under Policy LU 1.4, the proposed development accomplishes a range of GACAP goals including revitalizing an underutilized, abandoned car dealership, integrating high quality, vibrant architecture and site planning to the area, and creating pedestrian synergy that will complement the surrounding context. This development is being achieved by utilizing the newly revamped PCP district which was approved by City Council on December 9, 2013. The PCP allows for

the flexibility in development standards and encourages mixed use developments. This ordinance was specifically designed to implement the GACAP and the proposed development is the first application in the Airpark to utilize this zoning district in the newly drafted form.

Policy LU 1.7 Encourage adaptive reuse of buildings.

Response: The development proposal does not include the adaptive reuse of the dealership building. The existing building is functionally obsolete and would not function well as a church building with specific programs and assembly spaces. Additionally, the location of the building is not ideal (centered on site with a large surface parking lot along Hayden). Therefore, the proposal to develop a new modern church structure on the northern portion of the site and a multifamily community on the southern portion of the site together provides a synergy and mixed use character promoted by the GACAP bringing revitalization to the Scottsdale Airpark.

Policy LU 4.5 Greater visual variety and architectural interest should be considered in the design of the Greater Airpark's tallest buildings (Regional Core), particularly at the pedestrian level,

Response: Sunrise intends to utilize 65' of the allowed 84' in height (inclusive of mechanical) allowed by the PCP ordinance to create a unique four-story residential rental community with Southwestern contemporary elevations complementary to the character of the adjacent Scottsdale Airpark. The design reflects a "wrap" concept (residential buildings wrapping the partially above grade parking structure) with architecture that creatively carves out several courtyard spaces and private balconies for its residents to enjoy. The design creates more openness and interest than a traditional linear building design. Construction of the new Impact Church will be located on the northernmost 7.58+/- acres of the site with surface parking and abundant landscaping. With the proposed C-3 zoning the building height is limited to a maximum of 36' plus mechanical. Therefore, the heights will step up from Hayden Road with the higher residential buildings on the back portion of the Property.

The overall concept is to construct a church campus and residential community within close proximity to abundant retail and office services. The project will create a sustainable, walk-friendly environment that takes advantage of the huge employment and retail base which surrounds the Property. As the residential community is buffered from Hayden Road by Impact Church, it is a natural fit to redevelop the Property with the mix of uses proposed in this application.

Policy LU 4.7 Encourage greater visual variety between employment/commercial land uses and residential neighborhoods, and avoid continuous buildings shapes and mass adjacent to residential neighborhoods.

Response: Expanding upon the statements above, the unique design demonstrates a rich character and architectural variety between the proposed church and residential community. The buildings have been designed in a manner that provides a hierarchy of

masses and sensitivity to the pedestrian. Appropriate architectural detailing and materials include stucco, wood/wood-like detailing, awnings and shutters, metal and tile roofing all of which have been carefully selected to uphold the unique character and context of the Sonoran Desert and to blend with the surrounding context of the Scottsdale Airpark.

Policy LU 5.1 Update and provide greater flexibility in development regulations to achieve the goals of the Greater Airpark Character Area Plan and encourage revitalization in the area.

Response: As mentioned above, the proposal to utilize the PCP ordinance is desired because it allows for greater height and flexibility in development standards than the existing C-4 zoning with respect to the residential portion of this development. In addition, Impact Church will utilize the PCP district which allows for a much wider array of commercial uses. The PCP zoning will allow the applicant to create a unique, residential community for the residents of Scottsdale and will not only meet but exceed the goals and policies of the GACAP.

Policy LU 7.2 Promote a greater mix of uses along identified Signature Corridors, which complement and are compatible with each respective land use designation.

Response: Signature Corridors are designated on the Greater Airpark Future Land Use Plan and include Hayden, Raintree (to the south) and Northsight and Frank Lloyd Wright (to the north). Integrating a church and multifamily development in this location broadens the current range of land uses in the area.

Policy LU 7.3 Encourage and incentivize revitalization along Signature Corridors, particularly south of the Central Arizona Project Aqueduct.

Response: The redevelopment of the 12.17+/- acre site under this application will provide revitalization along a Signature Corridors, Hayden Road, which is located south of the CAP.

Policy LU 8.1 Recognize and promote the value of usable open space as part of the community's quality of life.

Response: This project promotes the value of usable open space on several levels. The proposed church and residential community will place emphasis on the pedestrian and create a walkable community and connectivity to the surrounding land uses. Additionally, the project provides abundant open space with slightly over 28% (137,040 s.f.) of the site as open space (this calculation excludes parking lot landscaping and private outdoor open space). On-site open space includes gathering spaces, amenities, private outdoor living spaces, perimeter landscape buffers, parking lot landscaping and meaningful pockets of internal open space to create privacy and a visual oasis for the residents and an attractive setting for the buildings.

Neighborhood & Housing

***Policy NH 2.1** Encourage developments, in Airpark Mixed Use Future Land Use Areas (AMU and AMU-R), to provide support services for current and future Greater Airpark residents, such as local markets, drugstores, and other essential services.*

Response: A wide range of support services can be found nearby in the neighboring commercial developments. The church and residential land uses proposed under this application are a natural fit and complement the fabric of existing land uses in the Airpark.

***Policy NH 2.2** Encourage a variety of urban dwelling types and mixed-use development in areas designated Airpark Mixed Use-Residential in the Greater Airpark Character Area Future Land Use Plan that are compatible with and support the aviation and employment uses of the Greater Airpark.*

Response: The proposed development is particularly adept at satisfying this policy. The Airpark creates a unique opportunity to support a range of land uses that interrelate and balance the live, work, play concept. The integration of a church and multifamily residential land uses on this site does not detract from the overall employment core character of the Airpark. Rather, it provides a land use balance creating a strong sustainable employment and service node essential to the continued success of the Airpark.

***Policy NH 2.3** Incorporate gathering spaces and recreational opportunities into the design of mixed-use development to support a high quality of life for Greater Airpark residents.*

Response: In addition to exterior amenities mentioned in the response for Policy NH 2.4 (below) for residents and church patrons, the church is providing a 9,000 s.f. common area/lobby to provide gathering space for church members. The Pedestrian Circulation Plan and Landscape Plan show the exterior recreational amenities as well as the internal gathering space for the church members. Together, these amenities provide abundant gathering and casual recreational opportunities for the Impact Church members and Sunrise Commons residents. Although these are two separate projects there will be a synergy and sharing of common spaces between the church and residential community.

***Policy NH 2.4** Promote opportunities for parks, open space, and trail connections within new mixed-use development and as a part of the redevelopment of existing property.*

Response: The development provides design elements that cater to the pedestrian and provide an urban character through the use of building design, signage, connectivity, landscaping, open spaces, hardscape and lighting. The central plaza area on the residential parcel shows a range of outdoor amenities including multiple seating areas, fire pit, raised planters, seat walls and shaded trellis element to create an outdoor living

space for residents to gather and relax. There are also several smaller courtyards providing passive recreational opportunities for the residents. The pool amenity will be provided on top of the parking structure and includes shade cabanas, patio furniture and landscaping to create a resort-like feel. The site has a network on sidewalks that tie from the existing sidewalk on Hayden Road, in and around the church and residential buildings and to the existing retail to the south, east and west of the site which are identified on the Pedestrian Circulation Plan and Landscape Plan.

Policy NH 3.1 Encourage thoughtful and creative residential development that enhances, supports, and is sensitive to Airport operations and the Greater Airport's identity as an employment center.

Response: As previously discussed, the proposed uses will support the live, work, play philosophy mentioned throughout the GACAP. Special measures will be taken to create buildings that are sensitive and compatible to the nearby Airport operations.

Policy NH 3.2

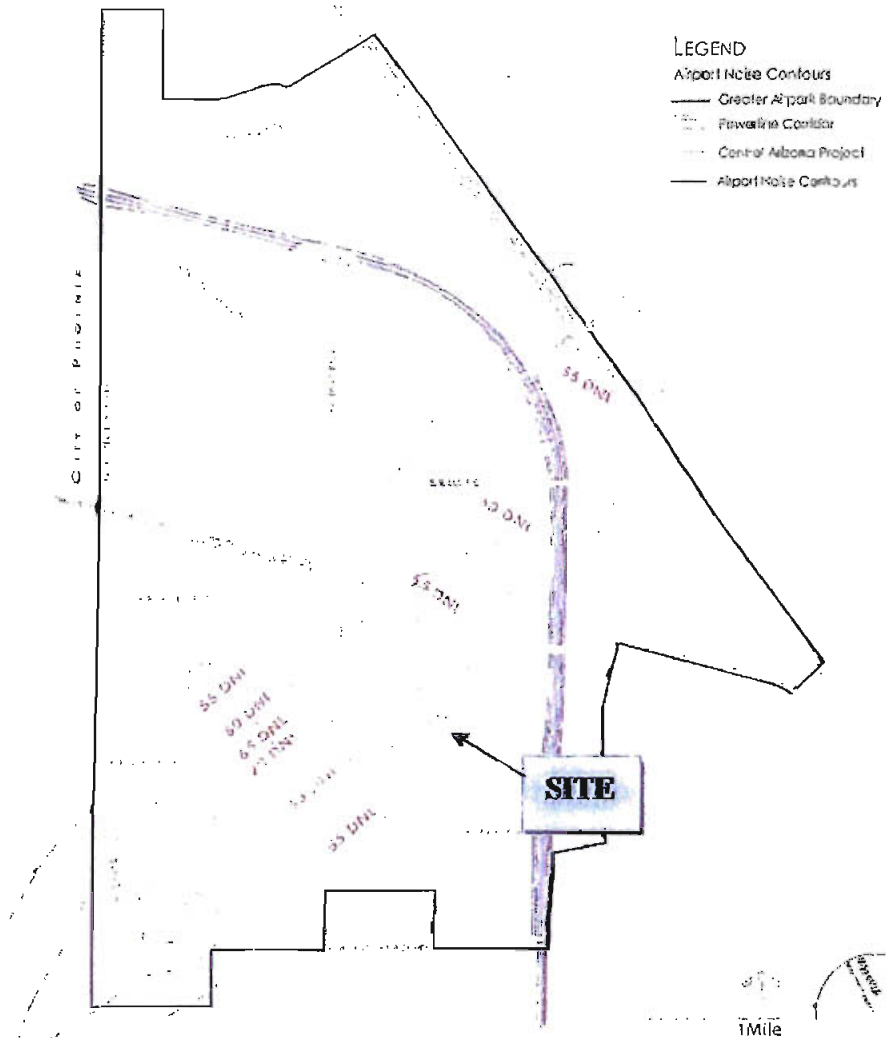
Incorporate residential into Airport Mixed Use-Residential Future Land Use Areas to reduce traffic congestion, improve air quality; and provide opportunities for workforce housing where:

- *Dwellings will not be adjacent to industrial uses that could be in conflict with residential uses;*
- *Dwellings will not lie within the 55 day-night average noise level (DNL) or higher areas established by the FAA; and*
- *Multi-modal transportation options will be incorporated into residential design.*

Response: Impact Church and the Sunrise Commons multifamily residential community will be located on an underutilized, long abandoned car dealership parcel (between thriving retail to the east, west and south and office/employment land uses nearby) which makes it ideal for redevelopment. The proposed dwelling units will be located outside the 55 DNL line (see the Scottsdale Airport Noise Contours Map below) and designed with upgraded building materials and insulation to provide appropriate sound attenuation. Multi-modal transportation options will be available to the church members and residents including, but not limited to walking, bicycling, driving and public transit. Hayden Road is designated as a "Pedestrian/Bicycle Corridor" in the GACAP.

Scottsdale Airport Noise Contours (2009)
GACAP Page 30

Noise contours surrounding the Scottsdale Airport denote day-to-night (DNL) average noise levels. Noise sensitive uses are not encouraged in 55 DNL and higher areas. These contours are often updated to reflect new noise levels as a result of new aircraft technologies.



Community Mobility

Policy CM 4.2 Improve pedestrian and bicycle connections from adjacent neighborhoods to Greater Airpark destinations.

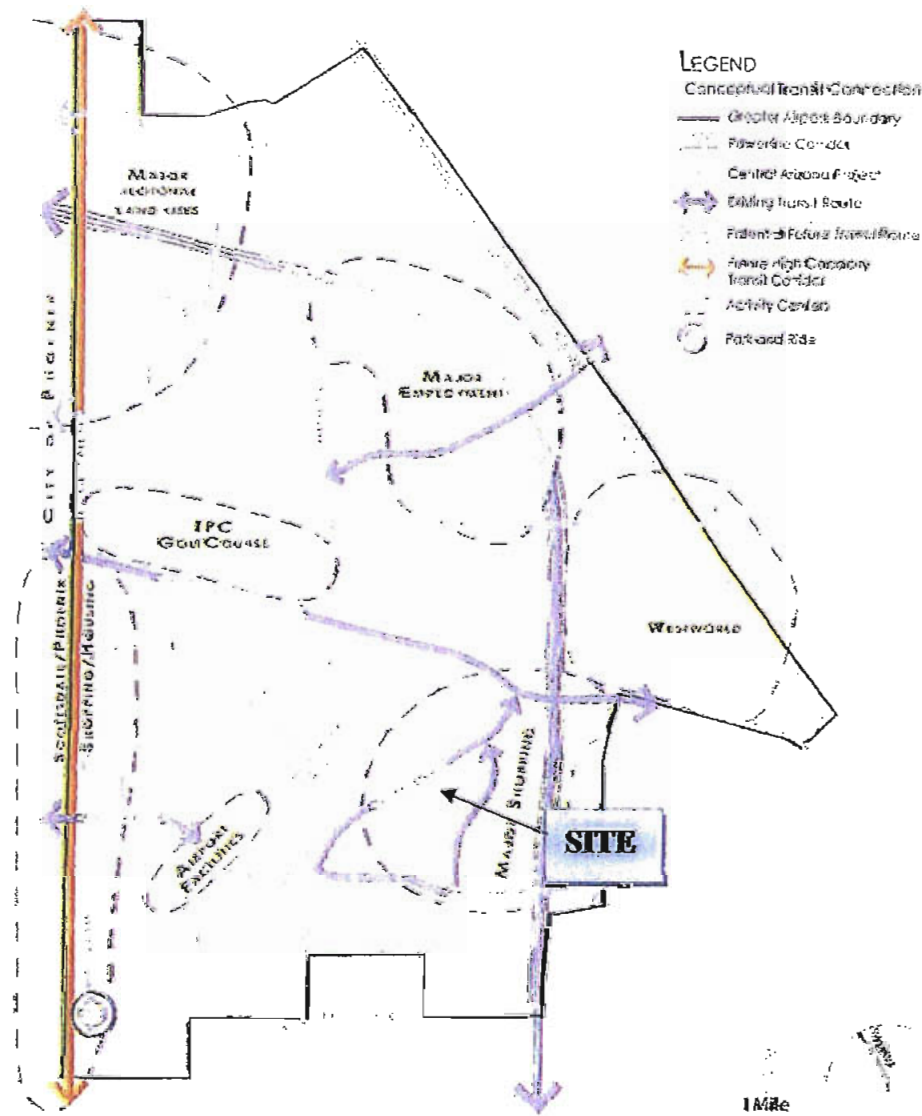
Response: Hayden Road, an Airpark Signature Corridor adjacent to the Property is also designated as a Pedestrian/Bicycle Corridor. Additionally, Raintree (to the south) and Northsight and Frank Lloyd Wright (to the north) are designated as Signature Corridors. All of these streets provide a framework for pedestrian and bicycle connections in the immediate area. The development will create a sustainable, walk-friendly environment for its residents with functional, internal pedestrian connections between site amenities and other land adjoining land uses. The site has a network of sidewalks that tie from the existing sidewalk along Hayden Road, in and around the church and residential buildings and to the existing retail to the east and west of the site (see Pedestrian Circulation Plan and Landscape Plan). A bike storage locker is provided in the parking structure for the residential community. The church will provide bike racks at the south end of both main entrances.

Policy CM 6.5 Design corridors that accommodate and attract pedestrians and bicyclists, particularly in Airpark Mixed Use Future Land Use Areas and along Signature Corridors.

Policy CM 7.2 Promote more sustainable modes of passenger transportation, such as alternative fuel vehicles, walking, biking, and/or other future technologies.

Response: The site plan has been designed in a manner that pays particular attention to the pedestrian and bicyclist along the perimeter of the site. The mixed-use nature of proposed development promotes vehicular trip reduction and a sustainable, walkable community. Residential land use integrated in this Airpark location increases the efficient movement of people by locating them close to employment and retail services, thereby minimizing vehicular trips on the regional transportation network. The Greater Airpark Transit Connections Map (see below) designates this Property as a "major shopping" area with adjacent transit corridor classifications (Hayden).

Greater Airpark Transit Connections GACAP Page 34



Economic Vitality

***Policy EV 1.1** Develop and implement long-term economic development strategies that maintain and enhance city revenue streams in order to balance the area's revenue generation with the cost of services and ensure financial stability now in the future.*

Response: The proposed multifamily land use achieves this policy on several levels. The construction of new church (second fastest growing in the nation) and a residential multifamily community on an underutilized, vacated property will generate significant building permit fees and revenue for the City of Scottsdale. Secondly, the integration of weekly church services and 311 +/- new residential units in the Scottsdale Airpark area will increase retail sales and sales tax revenue for the City. Lastly, the proposed church and residential community will provide on-site jobs for management and maintenance.

In a time of economic adversity, the integration of new development will enhance the City's revenue streams and bring financial benefits to Scottsdale businesses that are struggling to keep their doors open. Church patrons and residents require services, goods, food, and entertainment and draw from local businesses and resources. By creating a walkable environment that already has abundant retail and service opportunities nearby, a land use balance will be created which will strengthen the City's long-term economic stability. Below is an excerpt from the Elliott Pollack Economic Study prepared for this application:

Economic Impacts – Elliott Pollack Economic Study November 2013

The direct economic impact from construction of the proposed Sunrise Luxury Living apartment complex and Impact Church are based on the estimated \$46 million hard cost of construction. These two projects would generate 283 direct person years of employment during the construction phase. Person years of employment are the aggregate of each construction job that is recreated year after year throughout the construction time period. To derive the respective annual averages, employment, wages, and economic output can be divided by the expected number of years it may take to complete the development. About \$19.6 million in direct wages would be generated based on the total construction activity. Another 286 indirect and induced jobs would be created in the local economy. Wages for these indirect and induced employees would be approximately \$13.9 million. Altogether, the project would create an estimated 570 person years of employment, \$33.5 million in wages, and over \$84.2 million in economic activity during the construction timeframe.

The operations of the Sunrise Luxury Living complex and Impact Church would have a notable impact on the local and regional economy. An estimated 8 direct jobs would be created at build-out of the apartment complex and an additional 45 employees would be supported by the church. In total, approximately 112 permanent direct, indirect, and induced jobs would be created throughout Greater Phoenix as a result of the Sunrise Luxury Living and Impact Church projects. That equates to over \$4.5 million in annual wages and \$17.4

million in annual economic impact. The apartment jobs would be related to building lease sales, maintenance and service. Church employees range from bookstore operations, church clergy, administration and other functions.

Policy EV 2.5 Aggressively market the Greater Scottsdale Airpark as an ideal destination to live, work and play.

Response: The land uses proposed under this application complements the existing mixed-use character of the Scottsdale Airpark. The Airpark as a whole creates a unique opportunity to foster interrelated land uses and promote the live, work, play concept, which is memorialized in the GACAP. Additionally, surrounding retail development and the nearby employment core provide regional appeal for future residents. This application is driven by the site's surrounding land uses and a strong market demand for multifamily residential in this area. Housing trends indicate a fundamental shift away from homeownership due to the recent housing crisis, increased unemployment, fluctuation in home values, and hard-to-come by credit. As a result, the mindset of home ownership has changed, especially for the younger generation (20-35 years old) looking for housing options that fit their lifestyle.

Environmental Planning

Policy EP 1.3 Promote landscape design and irrigation methods that contribute to water and energy conservation.

Response: The landscaping for the proposed development will be in accordance with the existing City approved landscape palette found in nearby developments including. Low water-use indigenous plants and trees will be used throughout the project. Turf areas will be limited to interior areas for active and passive recreation. Trees and landscaping will be used to provide shade within the parking lot and for the buildings, thereby reducing the heat-island and reducing overall energy consumption for cooling. Low voltage landscape lighting will be used throughout the site as an efficient way to light the pathways and landscape areas while still meeting the dark-sky ordinance.

Policy EP 4.2 Encourage all developments to respect and respond to the Sonoran Desert climate.

Response: Special attention has been given to the site planning and building aesthetic under this development proposal to uphold the distinctive character of Scottsdale and the Airpark area. The design envisioned for the Property will respect and enhance the unique climate and vegetation of the Sonoran Desert to help sustain our community and quality of life. The applicant's approach to the overall design is focused on providing harmony and compatibility with the visions and framework of the Airpark area.

Policy EP 4.8 Building design should respect and enhance the Sonoran Desert context of the Greater Airpark using building orientation, landscape buffers, colors, textures, material and lighting.

Policy EP 5.4 Encourage landscape improvements that limit the amount of turf area and make optimal use of indigenous adapted desert plants.

Response: To further elaborate on the statements above, the church and residential buildings have been designed in a manner to respond to the Sonoran Desert climate through the use of solar shading, landscaping, recessed windows, articulation, material selection, textures, paint colors, scale and massing in balance with the surrounding community. The development proposal promotes a rich desert landscape palette in a contemporary theme that celebrates the unique character and quality of the Sonoran Desert while providing an attractive resort-like setting for the buildings.

Character & Design

Policy CD 1.1 Promote innovative, high quality design using specific design criteria associated with each Future Land Use Area in the Greater Airpark:

Airpark Mixed Use Future Land Use Areas (AMU & AMU-R)

The character of these areas is pedestrian-oriented, urban, and human-scale and features a variety of open spaces, gathering areas, and multi-modal transportation options. Multi-modal transportation should include bicycle and transit access connected to a pedestrian network to encourage social contact and interaction among the community. Design elements should be oriented toward people, such as the provision of shelter and shade for the pedestrian, active land uses at the ground floor/ street level, and a variety of building forms and facade articulation to visually shorten long distances. A variety of textures and natural materials is encouraged to provide visual interest and richness, particularly at the pedestrian level. Design of this Future Land Use Area should be based on a small city block layout with mid-block connections to promote greater walkability. The public realm may be activated through building and site design, orientation toward the street, high-activity uses on the street level, and the integration of public art.

Response: The proposed development achieves this policy in the following ways:

- Mixed-use live, work, play philosophy enhanced with proposed combination of uses (church and residential)
- Building design includes context appropriate massing, architecture and materials
- Special attention given to pedestrian linkages both internal to the site and along the perimeter emphasizes connectivity
- Compatibility with surrounding context

- Site and building design focuses on Sonoran Desert climate through the use of solar shading, recessed windows, articulation, material selection, textures, paint colors, scale and massing
- Open space maximized; development provides abundant open space with 84,890 s.f or 41% of the site for the residential community and 73,070 s.f or 28% of the site for the church (all inclusive).

Policy CD 1.2 Lighting should be designed to minimize glare, conserve energy, and accent the respective Future Land Use Area character.

Response: The on-site lighting will be designed in a manner to minimize glare and conserve energy while respecting and remaining consistent with the neighboring land uses. One of the lighting goals will be to provide appropriate low-level pedestrian scale lighting (bollard and foot lighting) for pedestrians walking at night. The lighting will be integrated with the abundant desert landscaping proposed with this development.

Policy CD 2.1 Establish a unified streetscape for identified Signature Corridors with unique imagery for each corridor.

Policy CD 2.1.6 Hayden-South Signature Corridor

The Hayden-South Signature Corridor, south of Frank Lloyd Wright Boulevard to Raintree Drive, is a buffered roadway with urban characteristics. Buildings along this corridor should orient towards the street and incorporate landscape open spaces and tree cover.

Response: The proposed development will highlight Hayden Road as a Signature Corridor and provide design elements that cater to the pedestrian and provide an urban character through the use of building design, signage, connectivity, landscaping, open spaces, hardscape and lighting.

Policy CD 2.2 Signature Corridor streetscapes should provide continuity among adjacent uses through a comprehensive landscape design, including decorative paving, street furniture, public art, and integrated infrastructure improvements.

Response: The streetscape along Hayden Road is well established and any new streetscape design will match the established landscape theme along this frontage. Other elements such as decorative paving for sidewalks and pedestrian crossings will be integrated into the project hardscape where appropriate. All hardscape elements including paving, site furnishings and public art will match the character currently established in the area. The design for the project will reinforce the strong commitment to link the proposed development with the surrounding commercial developments.

Policy CD 2.3 In designated Signature Corridors, encourage pedestrian- and transit-oriented development, with parking and automobile access in the rear of the development, and short access paths to transit.

Response: The proposed Impact Church will be surface parked and Sunrise Commons' parking will be designed in a wrap configuration with the living units wrapping the central parking structure. The focus of the site and building design is on the pedestrian, and therefore, the location of the buildings and pedestrian connectivity takes precedence. The design encourages residents to walk, bike and utilize transit opportunities.

IV. Planned Commerce Park

This application includes a range of exhibits including the site plan, elevations, renderings, solar shade studies, pedestrian/vehicular circulation plan, landscape plan, and civil engineering information which demonstrate the character and high-level of design proposed for this site.

Impact Church

"Impact" means making a difference, or a transformation, in individuals, the community and the world. This idea is included in the mission statement of Impact Church. The building is a contemporary, modern, dynamic place with a Scottsdale Airpark identity that will draw people with its strong architectural identity. The building design includes an all-encompassing grid. This grid ties all building elements and spaces together via the horizontal and vertical lines, bringing order and consistency to the design. This grid also creates many different sized squares on all the surfaces of the church building. Each square represents the individual members of the church, who come together with different gifts and maturity to form the church body.

The red trusses are the strength of the structure supporting the roof of the lobby. They are representative of the blood of Christ upon which our salvation is built. The copper arch roof spanning the entire lobby gives a feeling of wings soaring over the building. This also reminds us of our proximity to the Scottsdale Airpark and that we are under God's wing of protection. The church members can also individually relate to the words of Isaiah who said, "Those who can wait upon the Lord, will renew their strength, and they will soar on wings like eagles..." The clearstory windows will fill the lobby with abundant north light while revealing the winged arched roof from the inside and the outside both day and night.

The chapel brings a traditional feel from the inside and to the front street elevation with a north facing high glass wall over the alter area and soaring angular roof planes pointing toward heaven and reminiscent of praying hands. The angular nature of the walls and ceiling focus attention to the front for visual excitement and provide natural passive acoustical dispersion of sound and reflected light.

Sunrise Commons

The residential buildings have been designed in a manner that provides a hierarchy of masses and sensitivity to the pedestrian. Appropriate architectural detailing and materials including, but not limited to, stucco, wood/wood-like rafter tails, balcony rails and trellises, awnings and wood-like shutters, and tile roof have been carefully selected to uphold the unique character and context of the Sonoran Desert.

Sunrise Commons and Impact Church are served by a shared entry with Sunrise's leasing office becoming the focal point of the entry drive for the residential community. The club room is located directly above the leasing office, creating a tower element and sense of arrival. The fitness facility is on the third floor, directly above the parking garage entry so no dwellings are impacted by internal noise. The architectural design includes a rich material palette to create an old world look with modern building design. Banding lines create opportunities to accentuate traditional "base, middle, top" proportions and allow for variety in color blocking which creates visual interest and character.

The parking structure is completely obscured from view as a result of the wrap design. Views are maximized to the southwest and east. The view "fingers" allow for additional courtyard spaces and controlled view corridors (mountain views beyond adjacent commercial development). Each courtyard design is unique, creating different view and passive recreational opportunities. The roof top pool provides as a private setting for residents to relax and take in the spectacular views of the surrounding Scottsdale area. There is a large pool, ample sun bathing deck areas, cabanas, BBQ's, a fire pit, and artificial turf for games including a bocce ball court. The lower roof deck element steps down to the roof of the residential area allowing for additional seating and view corridor opportunities.

The purpose of the PCP district is to promote, encourage, and accommodate innovatively designed and master-planned mixed-use developments within the GACAP. The PCP district should:

- A. Accommodate mixed-use commerce and employment centers.*
- B. Provide a dynamic complement to the employment cores with support retail, service, tourism, cultural, and residential uses.*

Response: The proposed PCP zoning allows for the integration of a multifamily residential community and growing church community on the subject 12.17+/- acre site. This development strongly contributes to the mixed-use sustainable character of the Scottsdale Airpark and complements the existing commerce and employment centers as well as the retail and service uses of the surrounding area.

The proposed development accomplishes a range of goals including the revitalization of an underutilized property (long abandoned car dealership), integrating high quality, vibrant architecture and site planning to the area, and creating pedestrian synergy that will complement the existing Scottsdale Airpark developments.

- C. Promote efficient and safe traffic circulation system through the inclusion of a mix of complementary uses and provisions for multiple modes of travel.*

Response: The site plan has been designed in a manner that pays particular attention to the pedestrian and bicyclist along the perimeter of the site. The mixed-use nature of proposed development promotes vehicular trip reduction and a sustainable, walkable community. The residential land use integrated in this Airpark location increases the efficient movement of people by locating them close to employment and retail services, thereby minimizing vehicular trips on the regional transportation network.

- D. Promote architectural excellence and creative design through development standards that create high quality character for structures, site plans, and streetscapes.*

- E. Promote adjacent neighborhoods through strict development standards while encouraging innovative site planning and environmental sensitivity throughout the PCP district.*

Response: The new Impact Church design embodies an Airpark appropriate building with materials and colors that are compatible to existing fabric of the Airpark character while providing unique detailing and presence. With Sunrise Commons, the developer intends to create a four-story residential rental community with Southwestern contemporary elevations complementary to the surrounding character. The design reflects a wrap concept with architecture that creatively carves out several courtyard spaces and private balconies for its residents to enjoy. The design creates more openness and interest than a traditional linear building design. The two projects are designed in a cohesive manner that provides visual and physical connectivity through the architectural styles and the hardscape/landscape design.

- F. Provide an open space framework of enhanced streetscapes, functional pedestrian spaces, enhanced view corridors and other public environmental amenities.*

Response: This project promotes the value of usable open space on several levels. The proposed church and residential community will place emphasis on the pedestrian and create a walkable community and connectivity to the surrounding land uses. Additionally, the project provides abundant open space with slightly over 28% (137,040 s.f.) of the site as open space (this calculation excludes parking lot landscaping and private outdoor open space). On-site open space includes gathering spaces, amenities, private outdoor living spaces, perimeter landscape buffers, parking lot landscaping and meaningful pockets of internal open space to create privacy and a visual oasis for the residents and an attractive setting for the buildings.

- G. Promote environmental stewardship and sustainability through the application of recognized and established environmentally responsible building techniques and desert appropriate design approaches.*

Response: The Airpark is predominately an employment core area. Integrating the proposed multifamily land use will provide a residential rental and workforce housing opportunity for the residents of Scottsdale in an employment and service core area of the City. The location of the Property not only provides an opportunity for workforce housing in the employment core, but also connectivity to the retail and restaurants established in the nearby developments that will enhance their sustainability. Both Impact Church and Sunrise Commons will promote an integrated, sustainable character for the area contributing towards the live, work, play goals identified in the GACAP.

The overall concept is to construct a church campus and residential community within close proximity to abundant retail and office services. The project will create a sustainable, walk-friendly environment that takes advantage of the huge employment and retail base which surrounds the Property. As the residential community is buffered from Hayden Road by Impact Church, it is a natural fit to redevelop the Property with the mix of uses proposed in this application.

Bonus for Increase FAR

The applicant intends to utilize the bonus provision for floor area ratio (FAR) by applying the formula provided in Section 5.4008. Bonus Development Standards. Application of the formula is outlined below:

$$\text{TCE} / 1.035 \times 0.1 = \text{SQBA}$$

SQBA=square feet of gross floor area bonus

TCE=total construction cost estimate of the improvement

The developer proposes to allocate \$100,000 on "pedestrian amenities" as described in 5.4008. F. Special Improvements 7. Pedestrian Amenities within the Development Plan.

$$\$100,000 / 1.035 \times 0.1 = 9,662 \text{ s.f.}$$

Based on the application of the formula the developer will gain an additional 9,662 s.f. of gross building area by providing \$100,000 of additional pedestrian amenities. Specific details of the special improvement pedestrian amenities have not been determined at this time, but will be discussed and agreed upon with the assistance of City Staff.

Refuse Collection

Trash from Sunrise Commons' residents will be taken from their individual dwellings to trash chutes located near the elevator lobbies in the parking structure. Trash will be sent through the chute to trash bins located on the first floor of the garage. Man doors allow access into the trash rooms to access the bins for first floor residents. Larger doors are located on the garage drive aisle side for bin roll out and collection.

A small pickup truck with a forklift attachment, sometimes called a "stinger truck" or "Mule truck" will drive into the parking structure and pick up each bin and take it to an

awaiting refuse truck outside of the garage in a designated area, such as the church parking lot, a loading zone, etc. The stinger truck then takes the empty bin back to the trash room located within the parking garage and repeats the process until collection is complete.

The trash bins on the outside of the parking garage belong to the church, and would be for their sole use only. Resident and church waste receptacles will be completely separate.

V. Conclusion

In summary, the applicant is seeking a Non-Major GPA from Airpark Mixed Use AMU to AMU-R and a rezoning from C-4 to PCP-AMU-R on 4.59+/- gross acres and a rezoning from C-4 to PCP-AMU a 7.58 +/- gross acre site located at 15333 N. Hayden Road. The applicant intends to create a unique mixed use development by relocating Impact Church (from their current Airpark location adjacent to the runway) to the northern portion (PCP-AMU) of the subject Property fronting Hayden in combination with a residential multifamily community of approximately 311+/- residential units on the southern portion (PCP-AMU-R) of the Property.

The 12.17+/- acre Property currently occupies an abandoned car dealership with a large surface parking lot. Redevelopment of this underutilized, abandoned Property will revitalize the site, relocate a thriving church community and provide additional housing opportunities for the residents of Scottsdale, supporting the local and regional economic base. The Property is surrounded by a variety of retail, employment and service related business in the Scottsdale Airpark and there is a strong demand for multifamily residential in the immediate area. The Property's surrounding retail development and nearby Airpark employment core provide regional appeal for future residents.

Site Plan

'Impact Church'

Site Area:	6.60 acres net (288,302sf)
Gross Building Area:	69,500sf
Floor Area Ratio:	0.24
Building Height Provided:	36'-0" maximum
Minimum Front Setback:	77'-0" (from curb line)
Minimum Side / Rear Setback:	118'-0" (from property line)
Required Parking:	400 spaces (1,200 seats)
Provided Parking:	418 spaces (16 ADA spaces; 402 standard)
Bicycle Parking Required:	40 spaces 1/10 req. parking spaces)
Bicycle Parking Provided:	40 spaces

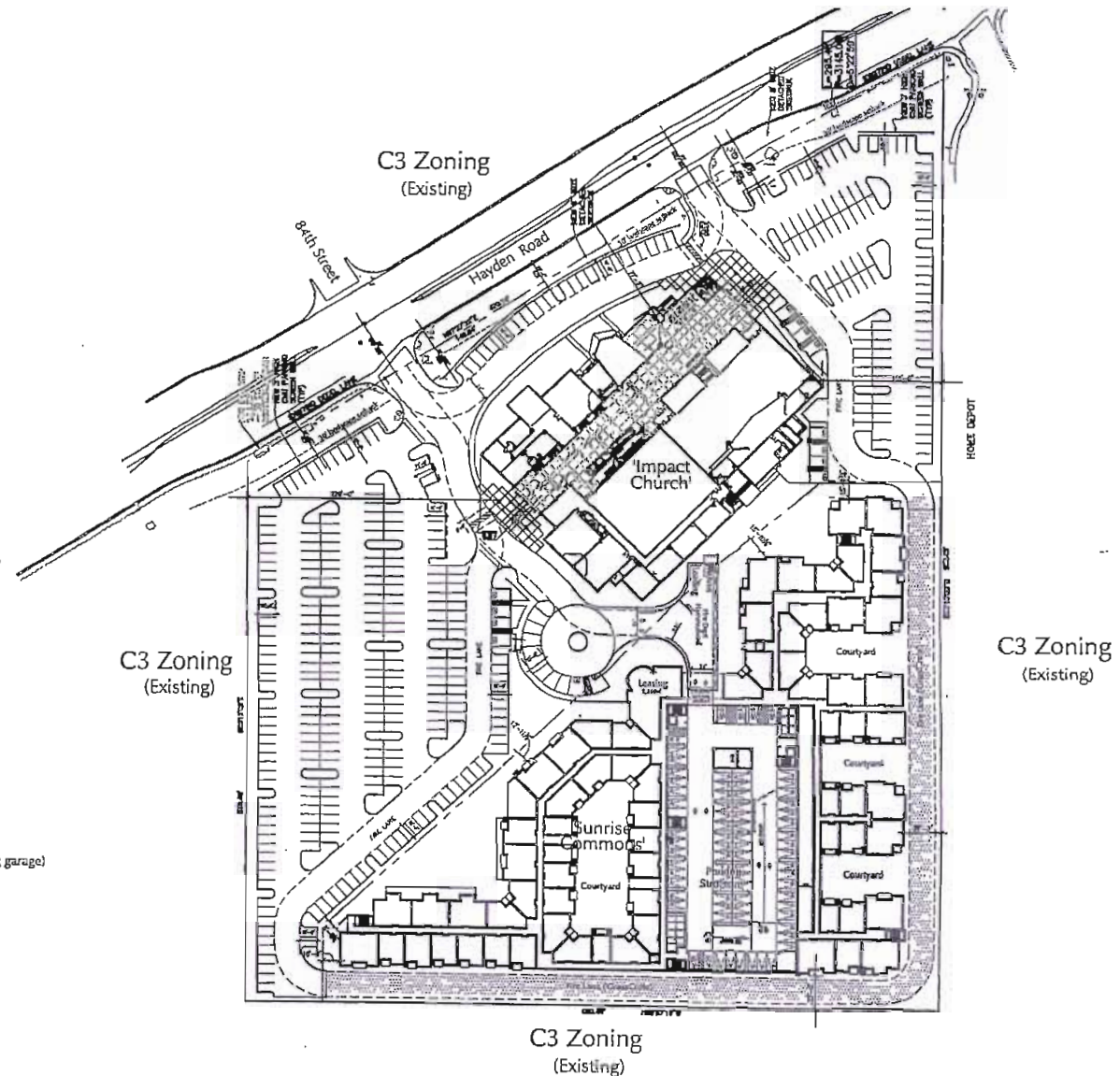
'Sunrise Commons' Residential

Site Area:	4.59 acres net/gross (200,000sf)
Studio:	31 units
One-Bedroom:	175 units
Two-Bedroom:	105 units
Total:	311 units
Gross Building Area:	330,804sf (excluding parking structure)
Dwelling Unit Area:	220,332sf
Floor Area Ratio:	1.65
Building Height Allowed:	84'-0" maximum
Building Height Provided:	65'-0" maximum
Density:	67.8 units / acre net
Minimum Front Setback:	(not applicable)
Minimum Side / Rear Setback:	33'-0" (from property line)
Parking Required:	445 spaces (1.25 / studio; 1.3 / one-bed; 1.7 / two-bed)
Parking Provided:	480 spaces (9 ADA spaces; 471 standard spaces)
Bicycle Parking Required:	45 spaces (1/10 req. parking spaces)
Bicycle Parking Provided:	49 spaces

Project Totals:

Total Site Area:	11.21 acres net (488,302sf)
Total Gross Building Area:	400,304sf (excluding parking structure)
Floor Area Ratio Allowed:	0.80 (390,642sf)
Floor Area Ratio Provided:	0.82 (400,304sf) (achieved thru bonus)
Total Ground Floor Building Area:	172,280sf (includes church, residential and parking garage)
Ground Floor Residential Area:	84,420sf (49% of total ground floor area)
Building Height Allowed:	84'-0" maximum
Building Height Provided:	65'-0" maximum
Total Required Parking:	845 spaces
Total Provided Parking:	896 spaces (25 ADA spaces; 831 standard)
Total Bicycle Parking Required:	85 spaces 1/10 req. parking spaces)
Total Bicycle Parking Provided:	88 spaces

Note: See concept grading and drainage plan for additional info regarding easements.



Site Plan Worksheet

'Impact Church'

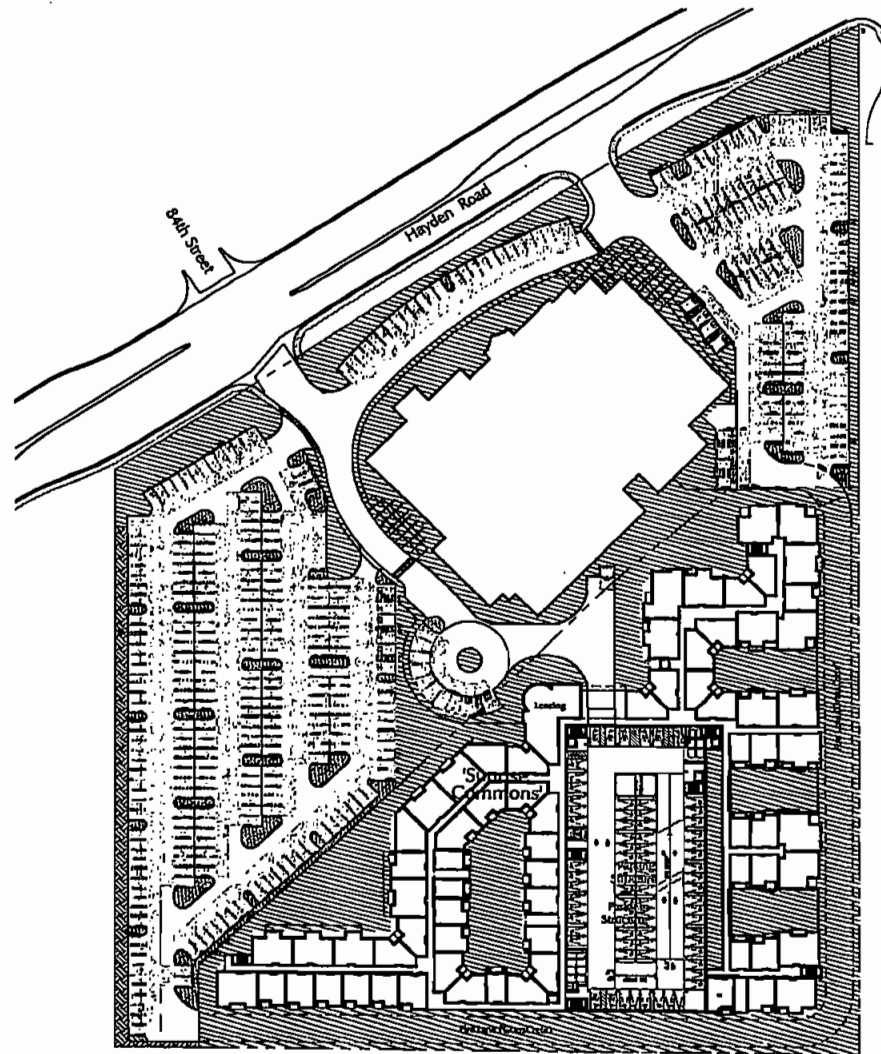
Site Area:	6.00 acres net (260,302sf)
Required Open Space:	80,725sf (28% of net site area due to FAR bonus)
Provided Open Space:	56,550sf (19.27%)
Parking Area:	118,530sf
Total Required Parking Landscape:	17,780sf (15%)
Total Provided Parking Landscape:	17,820sf
Required Interior Parking Landscape:	5,921sf (33% of required)
Provided Interior Parking Landscape:	6,290sf (38% of required)

'Sunrise Commons' Residential

Site Area:	4.59 acres net/gross (200,000sf)
Required Open Space:	56,000sf (28% of net site area due to FAR bonus)
Provided Open Space:	80,490sf (40.25%)
Required Parking Landscape:	(All parking is located in parking structure.)

Project Totals:

Total Site Area:	11.21 acres net (488,302sf)
Total Required Open Space:	136,725sf (28% of net site area due to FAR bonus)
Total Provided Open Space:	137,040sf (28.06%)
Parking Area:	113,710sf
Total Required Parking Landscape:	17,057sf (15%)
Total Provided Parking Landscape:	17,820sf
Required Interior Parking Landscape:	5,586sf (33% of required)
Provided Interior Parking Landscape:	6,290sf (38% of required)



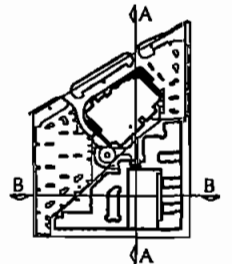
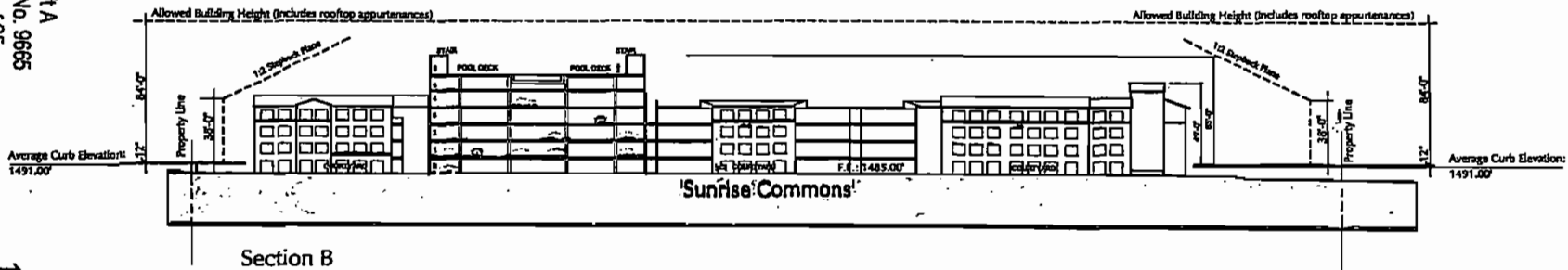
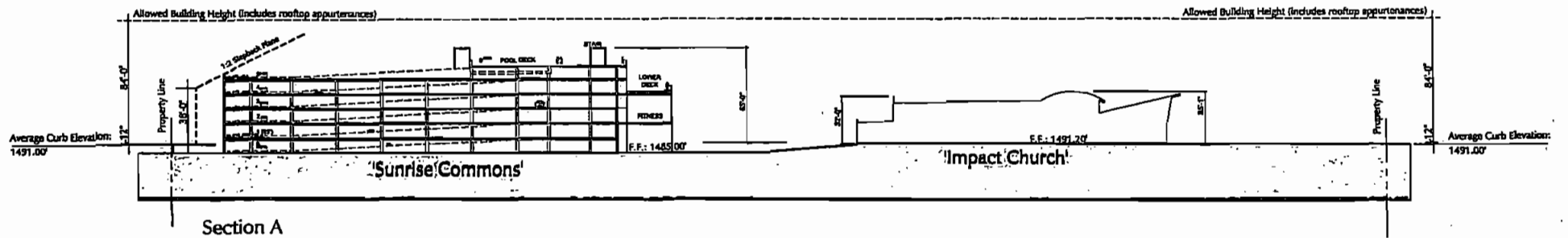
architects
interior architecture
space planning
landscape architecture
land planning
interior architecture
graphic design



Impact Church - Sunrise Commons
Scottsdale, Arizona

11.21.13 (REVISED 1.30.14)

11.21.13 (REVISED 1.30.14)



Site Cross Sections



reconstruction
interior architecture
space planning
facilities management
land planning
landscape architecture
graphic design



Impact Church - Sunrise Commons
Scottsdale, Arizona

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0.22.13

RESOLUTION NO. 9701

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SCOTTSDALE, MARICOPA COUNTY, ARIZONA, AUTHORIZING THE MAYOR TO EXECUTE DEVELOPMENT AGREEMENT NO. 2014-037-COS WITH SUNRISE HAYDEN APARTMENTS, LLC

WHEREAS, A.R.S. § 9-500.05 authorizes the City to enter into development agreements with persons having an interest in real property located in the City; and

WHEREAS, Sunrise Hayden Apartments, LLC plans to develop property located at 15333 North Hayden Road, by building a multifamily housing project called Sunrise Commons ("The Development") consisting of approximately 311 residential units; and

WHEREAS, Sunrise Hayden Apartments, LLC desires to utilize an available bonus provision, under Scottsdale City Ordinance Section 5.4008. Bonus Development Standards, to increase the gross floor area of The Development by 9,662 sf ("FAR Increase") in exchange for a \$100,000 contribution to the Cultural Improvement Program's Art in Public Places Account to be used for public art; and

WHEREAS, the City Council has considered the value of The Development and the donation to the Cultural Improvement Program's Art in Public Places Account which benefits the City, its residents, and the Development, and determines it is in the best interests of the City to enter into Development Agreement No. 2014-037-COS with Sunrise Hayden Apartment, LLC.

NOW, THEREFORE BE IT RESOLVED, by the Council of the City of Scottsdale, Maricopa County, Arizona, as follows:

Section 1. That the Mayor is authorized and directed to execute Development Agreement No. 2014-037-COS between the City and Sunrise Hayden Apartments, L.L.C.

PASSED AND ADOPTED by the Council of the City of Scottsdale, Maricopa County, Arizona this ____ day of April, 2014.

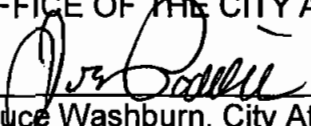
ATTEST:

CITY OF SCOTTSDALE, an
Arizona municipal corporation

By: _____
Carolyn Jagger, City Clerk

By: _____
W. J. "Jim" Lane, Mayor

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY



Bruce Washburn, City Attorney
By: Joe Padilla, Sr. Assistant City Attorney

When Recorded Return to:

City of Scottsdale
Current Planning Services
7447 E. Indian School Rd., Suite 105
Scottsdale, AZ 85251

Agreement No. 2014-037-COS

DEVELOPMENT AGREEMENT

This Agreement (the "Agreement") is entered into this _____ day of _____, 2014, by Sunrise Hayden Apartments, LLC, a Delaware limited liability company ("Developer"), and the City of Scottsdale, Arizona, an Arizona municipal corporation ("City"), collectively referred to as "the Parties".

RECITALS

A. Arizona Revised Statutes § 9-500.05 authorizes the City to enter into a Development Agreement related to real property located inside the incorporated area of the City with a person having an interest in the real property.

B. The property that is the subject of this Agreement consists of approximately 4.59 gross acres located at 15333 North Hayden Road (the "Property"). The Property is situated within the incorporated boundaries of the City and is more particularly described on **Exhibit "A"** attached hereto and incorporated herein by reference.

C. The Property is owned by the Joseph A. Cardinale and Jeannette M. Cardinale Revocable Trust, the Cardinale Family Trust, and Salvatore Joseph Cardinale, and Kelli Cardinale and is under contract for purchase by Impact Church, Inc., an Arizona non-profit corporation.

D. Developer has entered into an agreement with Impact Church, Inc., to purchase the Property and is currently in escrow which is anticipated to close within 90 days of approval by the Scottsdale City Council of Developer's Application for a Non-Major General Plan Amendment in case number 10-GP-2013 and Zoning District Map Amendment in case number 19-ZN-2013.

E. Developer plans to develop the Property by building a multifamily housing development, on the Property called Sunrise Commons which will consist of

approximately 311 residential units and will be located outside of the 55 DNL. ("The Development")

F. The Developer desires to utilize an available bonus provision, under Scottsdale City Ordinance Section 5.4008. Bonus Development Standards, to increase the gross floor area of The Development by 9,662 sf ("FAR Increase") in exchange for a \$100,000 contribution to the Cultural Improvement Program's Art in Public Places Account to be used for public art.

G. In order to complete The Development, Developer has made application to the City for a non-major general plan amendment # 10-GP-2013 and a zoning district map amendment #19-ZN-2013.

H. The Parties understand that following the conclusion of the required public hearings the Scottsdale City Council may vote to deny or approve the Developer's request for a non-major general plan amendment and application for zoning district map amendment. This Agreement does not require the City Council to vote in any particular way.

I. Developer and City acknowledge and agree that development of Sunrise Commons and the donation to the Cultural Improvement Program's Art in Public Places Account will benefit the City, its residents, and the Development.

J. This Agreement is consistent with the portions of the City's general plan applicable to the Property on the date of this Agreement.

K. The City's governing body has authorized execution of this Agreement by Resolution No. 9701.

AGREEMENT

NOW, THEREFORE, in consideration of the foregoing Recitals and representations and the mutual covenants and conditions in this Agreement, The Parties agree as follows:

1. Recitals. The recitals set forth above are hereby incorporated into this Agreement by this reference.

2. Effective Date and Term. The "Effective Date" of this Agreement shall be the date both of the following conditions have been fully satisfied":

- a. The successful closing of escrow and purchase of the Property, by the Developer and the recording of all necessary deeds to transfer ownership of the Property to the Developer; and
- b. The approval by the Scottsdale City Council of Developer's

Application for a Non-Major General Plan Amendment in case number 10-GP-2013 and Zoning District Map Amendment in case number 19-ZN-2013.

If these conditions have been met, the Agreement will be effective and binding upon the parties hereto and will only terminate pursuant to Paragraph 7 below.

3. Interest of Developer. Developer warrants that it has the Property under contract to purchase and will close escrow within 90 days of approval by the Scottsdale City Council of Developer's Application for a Non-Major General Plan Amendment in case number 10-GP-2013 and Zoning District Map Amendment in case number 19-ZN-2013, and that the Property is located within the incorporated boundaries of the City and subject to the zoning and development requirements of the City.

4. Donation to Cultural Improvement Program. As a public benefit Developer agrees to contribute One Hundred Thousand Dollars and no/100 (\$100,000) to the Cultural Improvement Program's Art in Public Places Account, on this Agreement's Effective Date as set forth in paragraph 2 of this Agreement. For and in consideration of the donation benefiting the City's Art in Public Places program, Developer is entitled to the FAR Increase for the Property.

5. Location of the Public Art. The Public Art, funded by the monetary contribution of the Developer, shall be constructed and installed by the City and located within the greater airport area as depicted on **Exhibit "B"** attached hereto.

6. Maintenance of the Public Art. The City, at its sole cost and expense shall repair and maintain, in good condition and repair, the public art that is constructed using the Developer's monetary contribution given to the Cultural Improvement Program.

7. Termination. This Agreement shall terminate without further action by either party upon the later to occur of the Developer's donation of One Hundred Thousand Dollars and no/100 (\$100,000) to the Cultural Improvement Program and the issuance of a Certificate of Occupancy for The Development. Upon termination, City shall have the right to record a document to provide notice of termination of this Agreement in the land records of Maricopa County, Arizona.

8. Compliance with all Laws. Developer shall develop the Property in compliance with all Federal, State, County and local laws, ordinances, rules, regulations, permit requirements, or any other requirements of the City, which are in effect at the time of the development of all or any part of the Property.

9. General Provisions.

a. Notices. All notices, filings, consents, approvals, and other communications provided for herein or given in connection herewith ("notices") shall be validly given, filed, made, delivered, or served if in writing and delivered personally or

sent by registered or certified United States Postal Service mail, return receipt requested, postage prepaid to:

If to the City: THE CITY OF SCOTTSDALE
Attention: City Attorney
3939 North Drinkwater Boulevard
Scottsdale, Arizona 85251

Copy to: City of Scottsdale
Attention: Planning Director
Development Services Department
7447 E. Indian School Rd., Suite 105
Scottsdale, AZ 85251

If to Developer: Sunrise Hayden Apartments, LLC
Attention: James M. Hinton, President
5773 Woodway Drive, Suite 415
Houston, TX 77057

Copy to: Berry Riddell and Rosensteel LLC
6750 East Camelback Road, Suite 100
Scottsdale, AZ 85251

b. Mailing Effective. Notices given by registered or certified mail shall be deemed delivered 72 hours following deposit in the U.S. Postal Service in the manner set forth above.

c. Waiver. No delay in exercising any right or remedy shall constitute a waiver thereof and no waiver by the parties of the breach of any provision of this Agreement shall be construed as a waiver of any preceding or succeeding breach of the same or of any other provision of this Agreement

d. Headings. The descriptive headings of the paragraphs of the Agreement are inserted for convenience only, and shall not control or affect the meaning or construction of any of the provisions of the Agreement.

e. Authority. The parties to this Agreement represent to each other that they have full power and authority to enter into this Agreement, and that all necessary actions have been taken to give full force and effect to this Agreement.

f. Entire Agreement. The Agreement, including exhibits, constitutes the entire Agreement between the parties.

g. Severability. If any provision of this Agreement limiting the uses of the Property is declared void or unenforceable, then the entire Agreement shall be void. If any other provision of this Agreement is declared void or unenforceable, such

provision shall be severed from this Agreement, which shall otherwise remain in full force and effect, provided that the fundamental purposes of this Agreement are not defeated by such severability.

h. Governing Law. The laws of the State of Arizona shall govern the interpretation and enforcement of this Agreement. The Parties agree that venue for any action commenced in connection with this Agreement shall be proper only in a court of competent jurisdiction located in Maricopa County, Arizona, and the Parties hereby waive any right to object to such venue.

i. Recordation. This Agreement, and any amendment or cancellation of this Agreement, shall be recorded, in its entirety, in the official records the county recorder's office in Maricopa County, Arizona, no later than ten (10) days after the City and Developer execute such Agreement, amendment, or cancellation, as required by A.R.S. § 9-500.05.

j. Remedies. If any party to this Agreement breaches any provision of the Agreement, the non-defaulting party shall be entitled to all remedies available at both law and in equity, including specific performance.

k. Attorneys' Fees and Costs. If any party brings a legal action either because of a breach of the Agreement or to enforce a provision of this Agreement, the prevailing party will be entitled to reasonable attorneys' fees and court costs.

l. Binding Effect. The benefits and burdens of this Agreement shall run with the Property and be binding upon and shall inure to the benefit of the parties hereto and their respective heirs, legal representatives, successors in interest, and assigns. This Agreement shall be incorporated by reference in any instrument purporting to convey an interest in the Property.

m. Third Parties. There are no third party beneficiaries to this Agreement, and no person or entity not a party hereto shall have any right or cause of action hereunder.

n. No Agency Created. Nothing contained in this Agreement shall create any partnership, joint venture, or agency relationship between the parties.

o. Contract Administrator. The City's contract administrator for this Agreement shall be Brad Carr, Senior Planner for the City of Scottsdale, or designee.

[SIGNATURES ON NEXT PAGE]

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the day and year first above written.


THE CITY OF SCOTTSDALE:
an Arizona municipal corporation

ATTEST:

By: _____
Carolyn Jagger, City Clerk

By: _____
W. J. "Jim" Lane, Mayor

DEVELOPER:
SUNRISE HAYDEN APARTMENTS,
LLC, a Delaware Limited Liability
Company

By:  _____
JAMES M. HINTON
Its: PRESIDENT

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY

By:  _____
Bruce Washburn, City Attorney
By: Joe Padilla, Senior Assistant City Attorney

STATE OF ARIZONA)
) ss.
County of Maricopa)

The foregoing instrument was acknowledged before me this _____ day of _____, 2014, by W. J. "Jim" Lane, Mayor of the City of Scottsdale, Arizona, a municipal corporation.

Notary Public

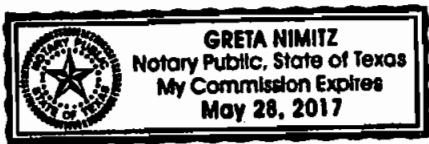
My Commission Expires:

~~STATE OF ARIZONA~~)
~~County of Maricopa~~) ss.
)
~~ARIZONA~~)
) ss.
County of ~~Maricopa~~)

The foregoing instrument was acknowledged before me this 18th day of March 2014, by James M. Hinton, the President of SUNRISE HAYDEN APARTMENTS, LLC.

Greta Nimitz
Notary Public

My Commission Expires



Wood, Patel & Associates, Inc.
(602) 335-8500
www.woodpatel.com

Revised December 20, 2013
December 10, 2013
WP #113725
Page 1 of 3
Exhibit "A"
Contract No. 2014-037-COS

PARCEL DESCRIPTION
Sunrise Commons
Sunrise Commons Parcel

A parcel of land lying within Sections 12 and 1, Township 3 North, Range 4 East, of the Gila and Salt River Meridian, Maricopa County, Arizona, more particularly described as follows:

COMMENCING at the north quarter corner of said Section 12, also being the south quarter corner of said Section 1, a 1-inch iron pipe, from which the northeast corner of said Section 12, also being the southeast corner of said Section 1, an aluminum cap flush, bears South 89°32'18" East (basis of bearing), a distance of 2638.77 feet;

THENCE along the north-south mid-section line, also being the west line of General Land Office (G.L.O.) Lot 8, South 00°37'02" West, a distance of 130.60 feet, to a point on the south line of Hayden Road as described in Documents 1984-0528188, 1985-0084555, and 1984-0551213, Maricopa County Records (M.C.R.);

THENCE along said south line, North 57°52'01" East, a distance of 242.44 feet, to the north line of the northeast quarter of said Section 12;

THENCE continuing North 57°52'01" East, a distance of 228.05 feet, to the beginning of a curve;

THENCE northeasterly along said curve, having a radius of 3145.00 feet, concave southeasterly, through a central angle of 05°22'58", a distance of 295.46 feet, to the curve's end;

THENCE North 63°14'58" East, a distance of 9.31 feet to the northerly prolongation of the east line of G.L.O. Lot 7;

THENCE along said east line, South 00°35'51" West, a distance of 274.35 feet to the northeast corner of said G.L.O. Lot 7;

THENCE continuing South 00°35'51" West, a distance of 144.58 feet, to the **POINT OF BEGINNING**;

THENCE continuing South 00°35'51" West, a distance of 516.53 feet to the south line of said G.L.O. Lot 7;

THENCE along said south line, North 89°32'45" West, a distance of 329.96 feet to the south line of said G.L.O. Lot 8;

THENCE along said south line, North 89°32'45" West, a distance of 255.52 feet;

THENCE leaving said south line, North 00°27'22" East, a distance of 72.87 feet;

THENCE North 47°07'58" East, a distance of 188.68 feet;

THENCE North 46°21'01" East, a distance of 80.88 feet;

THENCE North 45°39'46" East, a distance of 56.06 feet;

THENCE North 45°40'26" East, a distance of 29.92 feet to the line common to said G.L.O. Lots 7 and 8;

THENCE continuing North 45°40'26" East, a distance of 19.97 feet;

THENCE North 45°43'30" East, a distance of 83.11 feet;

THENCE North 45°35'23" East, a distance of 25.52 feet;

THENCE North 46°41'48" East, a distance of 30.14 feet;

THENCE North 50°52'20" East, a distance of 134.89 feet;

Parcel Description
Sunrise Commons
Sunrise Commons Parcel

Revised December 20, 2013

December 10, 2013

WP #113725

Page 2 of 3

Exhibit "A"

Contract No. 2014-037-COS

THENCE South 89°32'41" East, a distance of 113.36 feet, to the **POINT OF BEGINNING**.

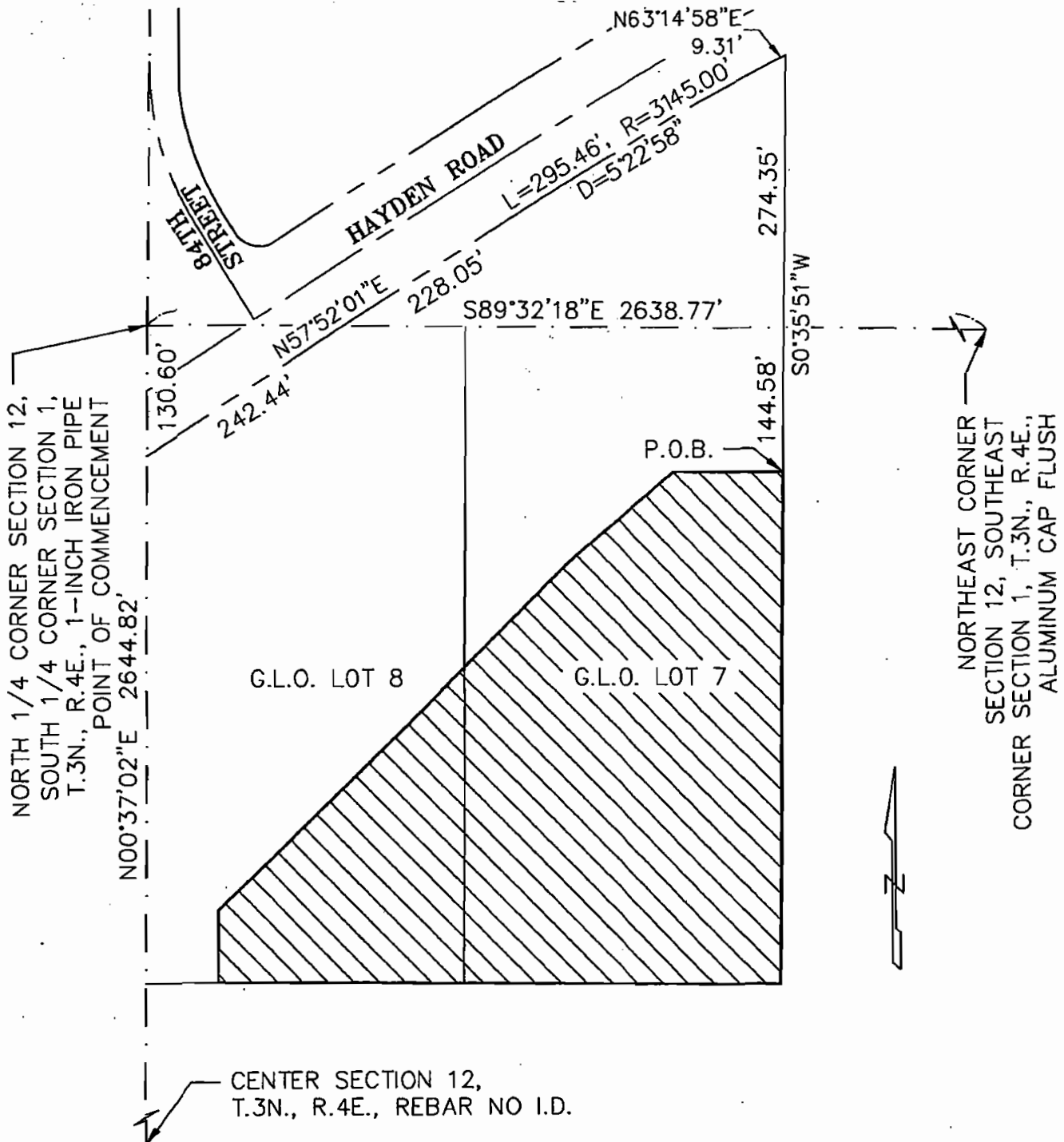
Containing 4.5863 acres, or 199,777 square feet of land, more or less.

Subject to existing rights-of-way and easements.

This parcel description is based on a client provided Title Commitment No. 26130134-026-AD1 issued by Chicago Title Insurance Company and is located within an area surveyed by Wood, Patel & Associates, Inc. during the month of November, 2013. Any monumentation noted in this parcel description is within acceptable tolerance (as defined in Arizona Boundary Survey Minimum Standards dated 02/14/2002) of said positions based on said survey.



EXPIRES 03-31-14



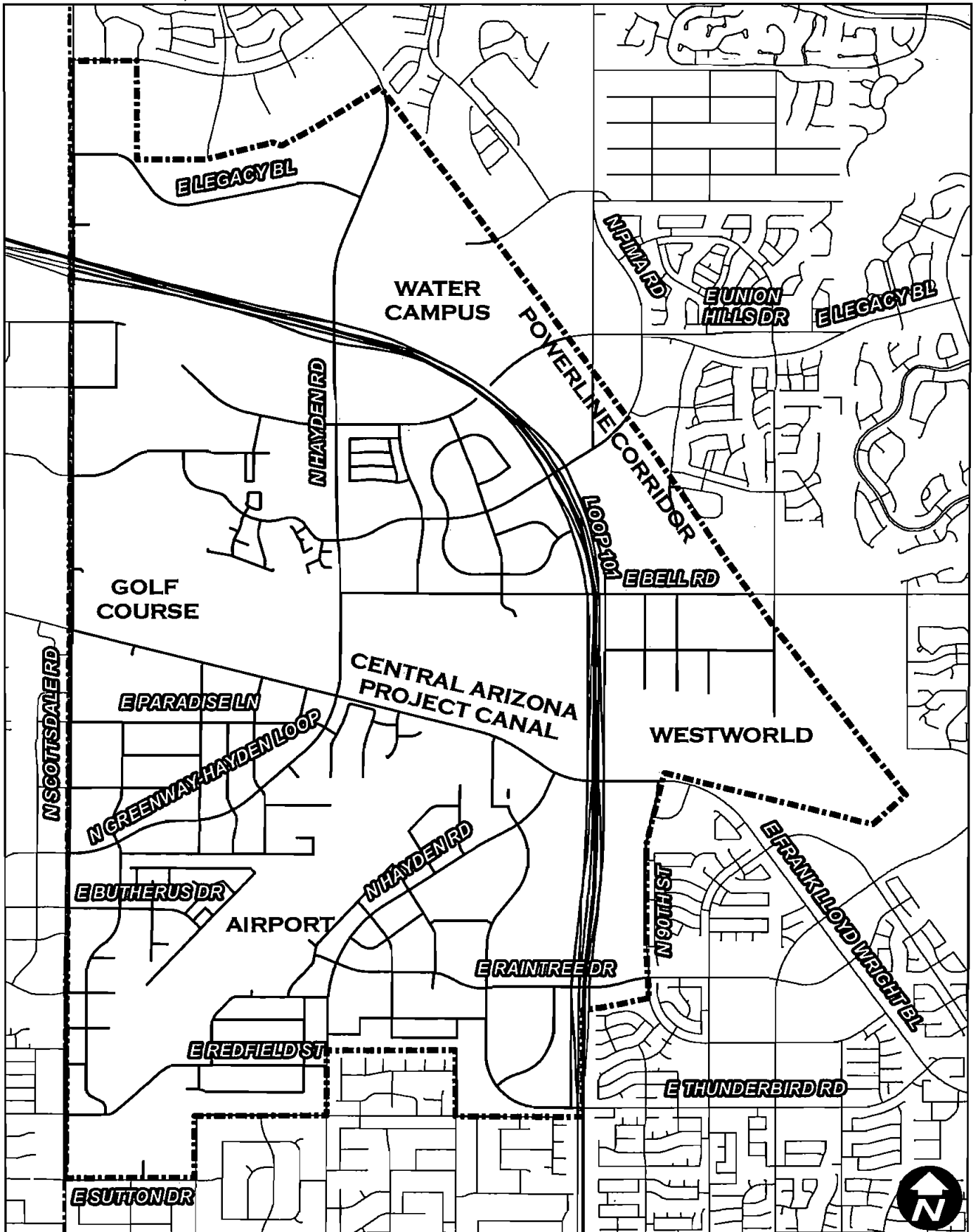
WOOD/PATEL
 2051 W. NORTHERN AVE.
 PHOENIX AZ 85201
 Phone: (480) 335-8500
 Fax: (602) 335-8580
 PHOENIX • MESA • TUCSON



EXPIRES 03-31-14

EXHIBIT "A"

SUNRISE COMMONS
 12/20/13
 WP#113725
 PAGE 3 OF 3
 NOT TO SCALE
 T: \2011\113725\Legal\3725L02R01.dwg
 SUNRISE COMMONS PARCEL
 Contract No. 2014-037-COS

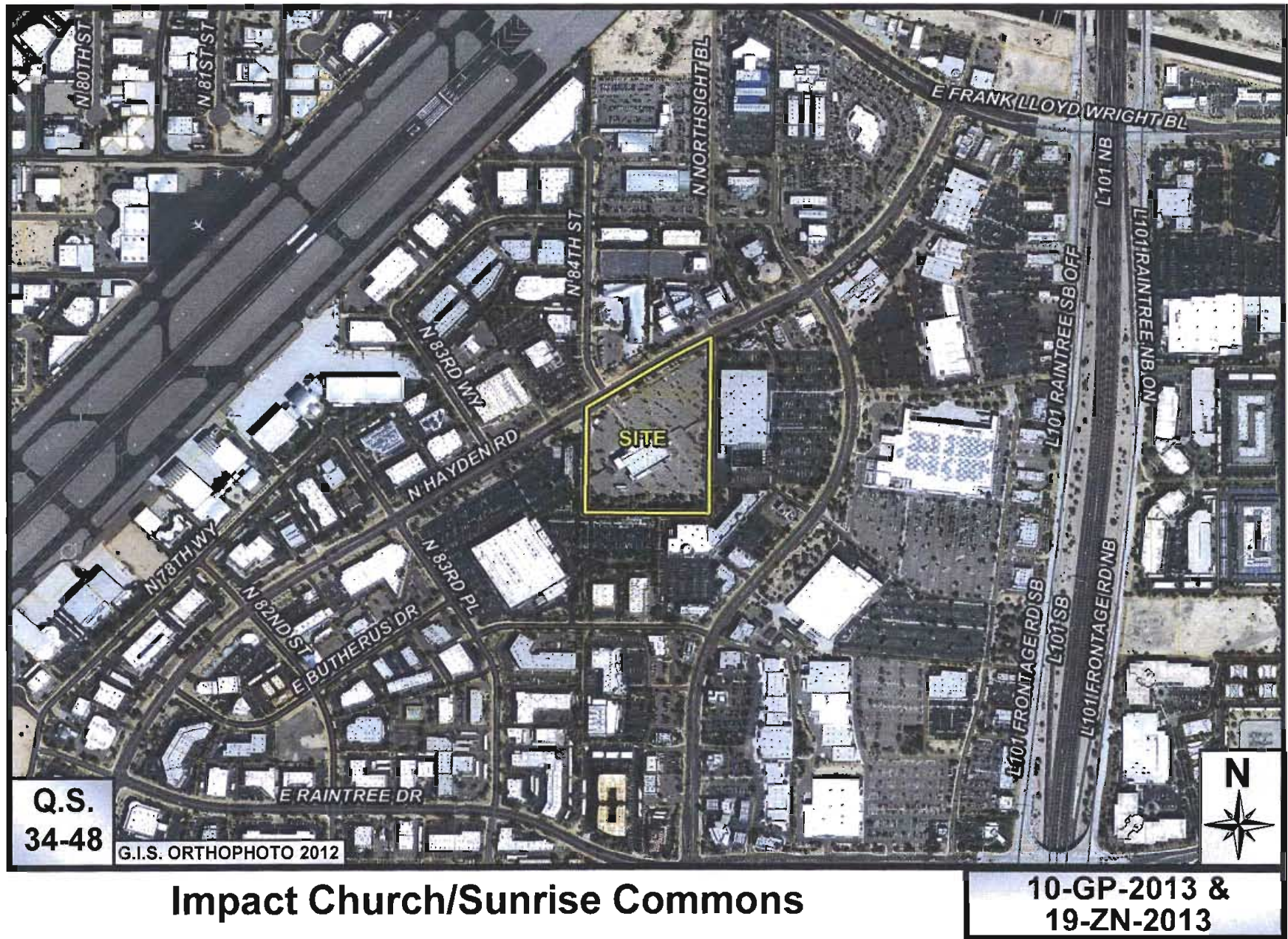


Additional Information for:
Impact Church/Sunrise Commons
Case: 19-ZN-2013

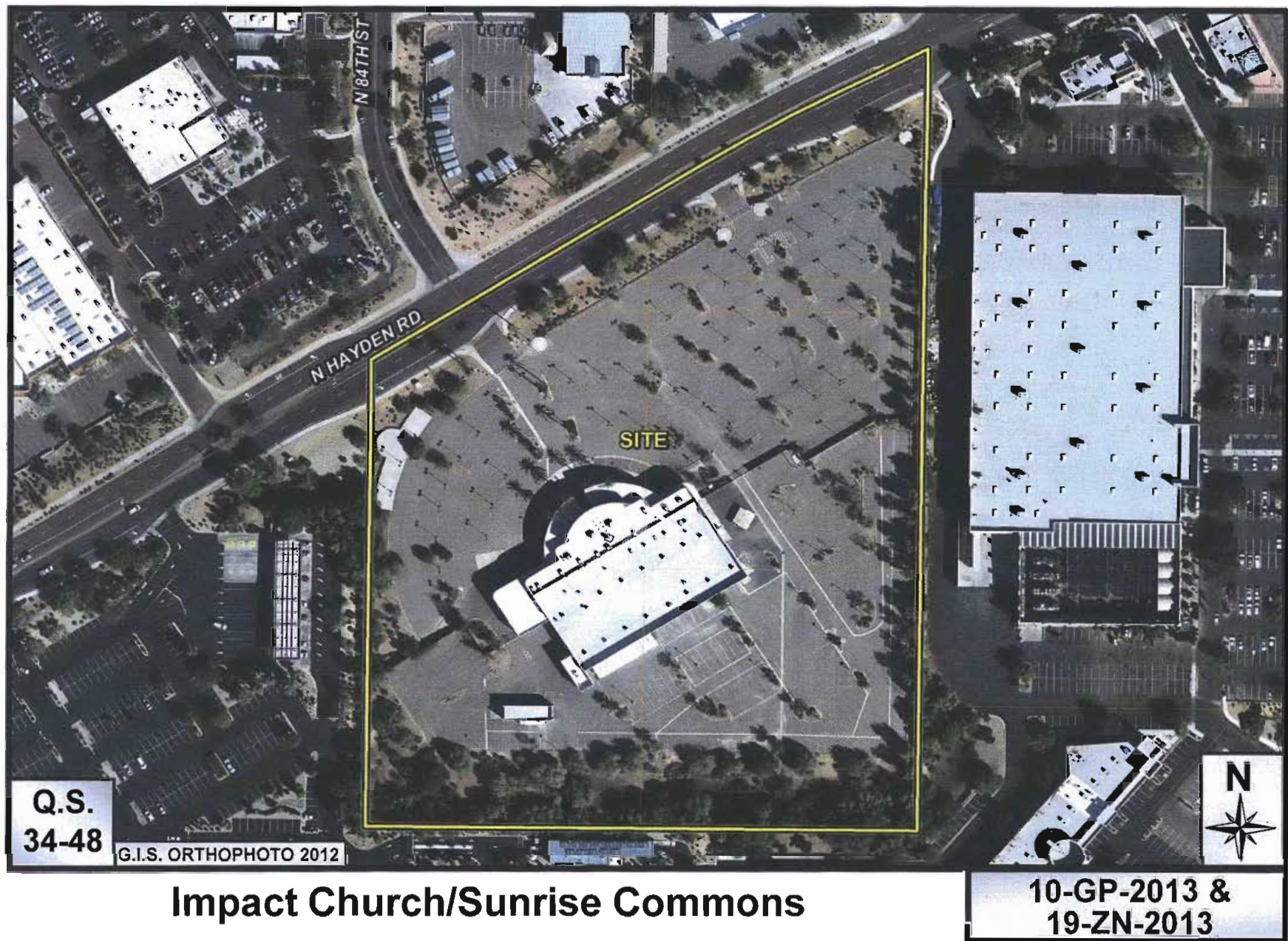
PLANNING/DEVELOPMENT

1. **DEVELOPMENT/DENSITY CONTINGENCIES** Each element of this zoning case—including density/intensity, lot/unit placement, access and other development contingencies—may be changed as more information becomes available to address public health, safety and welfare issues related to drainage, open space, infrastructure and other requirements.
2. **DEVELOPMENT REVIEW BOARD.** The City Council directs the Development Review Board's attention to:
 - a. location and design of proposed Special Improvements within the Development Plan,
 - b. protection and design of the landscape areas along the south, west and east property lines of the site to include landscaping and pedestrian pathway,
 - c. location and design of pedestrian connections from site to adjacent properties,
 - d. the type, height, design, and intensity of proposed lighting on the site, to ensure that it is compatible with the adjacent use,
 - e. improvement plans for common open space, common buildings and/or walls, and amenities such as ramadas, landscape buffers on public and/or private property (back-of-curb to right-of-way or access easement line included),
 - f. rooftop appurtenances and screening thereof,
 - g. location and screening of above-ground utility transformers or equipment, and
 - h. major stormwater management systems.
3. **OUTDOOR LIGHTING.** The maximum height of any outdoor lighting source, except any light sources for patios and/or balconies, light sources for pool amenity area, and/or light sources for rooftop parking, shall be twenty (20) feet above the adjacent finished grade.
4. **OUTDOOR LIGHTING FOR PATIOS AND BALCONIES, POOL AMENITY AREA, AND/OR ROOFTOP PARKING.** Light sources that are utilized to illuminate patios and/or balconies, the pool amenity area, and/or rooftop parking that are above twenty (20) feet shall be subject to the approval of the Development Review Board.
5. **OPEN SPACE.** A minimum of 28% of the net lot area of the Development Plan area shall be provided as open space.
6. **RESPONSIBILITY FOR CONSTRUCTION OF INFRASTRUCTURE.** The developer shall be responsible for all improvements associated with the development or phase of the development and/or required for access or service to the development or phase of the development. Improvements shall include, but not be limited to washes, storm drains, drainage structures, water systems, sanitary sewer systems, curbs and gutters, paving, sidewalks, streetlights, street signs, and landscaping. The granting of zoning/use permit does not and shall not commit the city to provide any of these improvements.

7. **CONSTRUCTION COMPLETED.** Before any Certificate of Occupancy is issued for the site, the owner shall complete all the infrastructure and improvements required by the Scottsdale Revised Code and these stipulations, in conformance with the Design Standards and Policies Manual and other applicable standards.
8. **EASEMENTS CONVEYED BY SEPARATE INSTRUMENT.** Before any building permit is issued for the site, each easement conveyed to the city separate from a final plat shall be conveyed by an instrument or map of dedication subject to city staff approval, and accompanied by a title policy in favor of the city, in conformance with the Design Standards and Policies Manual.
9. **FEES.** The construction of water and sewer facilities necessary to serve the site shall not be in-lieu of those fees that are applicable at the time building permits are granted. Fees shall include, but not be limited to the water development fee, water resources development fee, water recharge fee, sewer development fee or development tax, water replenishment district charge, pump tax, or any other water, sewer, or effluent fee.

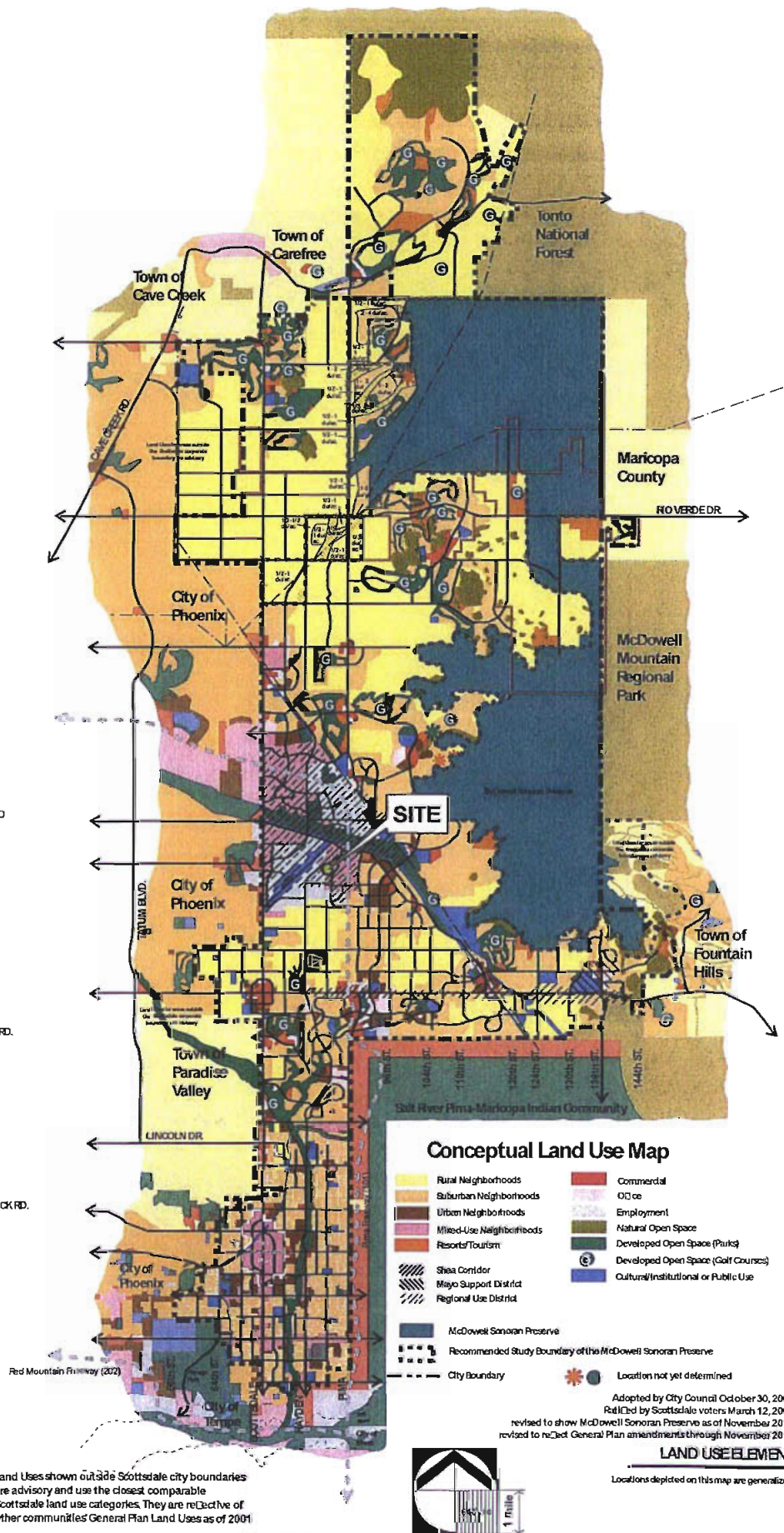


Impact Church/Sunrise Commons



Impact Church/Sunrise Commons

JENNY LYNN
 CIRCLE MOUNTAIN
 HONDA BOW
 ROCKAWAY HILLS
 DESERT HILLS
 JOY RANCH
 STAGEDOACH PASS
 CAREFREE HWY.
 DOVE VALLEY
 LONE MOUNTAIN
 DIXOLETA
 DYNAMITE
 JOMAX
 HAPPY VALLEY
 PINNACLE PEAK
 DEER VALLEY
 BEARDSLEY
 OUTER LOOP
 UNION HILLS
 BELL RD./FRANK LLOYD
 WRIGHT BLVD.
 GREENWAY RD.
 THUNDERBOLT RD.
 CACTUS RD.
 SHEA BLVD.
 DOUBLE TREE RANCH RD.
 MCCORMICK PKWY.
 INDIAN BEND RD.
 McDONALD DR.
 CHAPARRAL/CAMELBACK RD.
 CAMELBACK RD.
 INDIAN SCHOOL RD.
 THOMAS
 McDOWELL RD.
 McKELLIPS RD.



JENNY LYNN

CIRCLE MOUNTAIN

HONDA BOW

ROCKAWAY HILLS

DESERT HILLS DR.

JOY RANCH RD.

STAGECOACH PASS

CAREFREE HWY.

DOVE VALLEY RD.

LONE MOUNTAIN RD.

DIXILETA DR.

DYNAMITE BLVD.

JOMAX RD.

HAPPY VALLEY RD.

PINNACLE PEAK RD.

DEER VALLEY RD.

BEARDSLEY RD.

UNION HILLS DR.

BELL RD./FRANK LLOYD
WRIGHT BLVD.

GREENWAY RD.

THUNDERBIRD RD.

CACTUS RD.

SHEA BLVD.

DOUBLE TREE RANCH RD.

MCCORMICK PKWY.

INDIAN BEND RD.

MCDONALD DR.

CHAPARRAL/CAMELBACK RD.

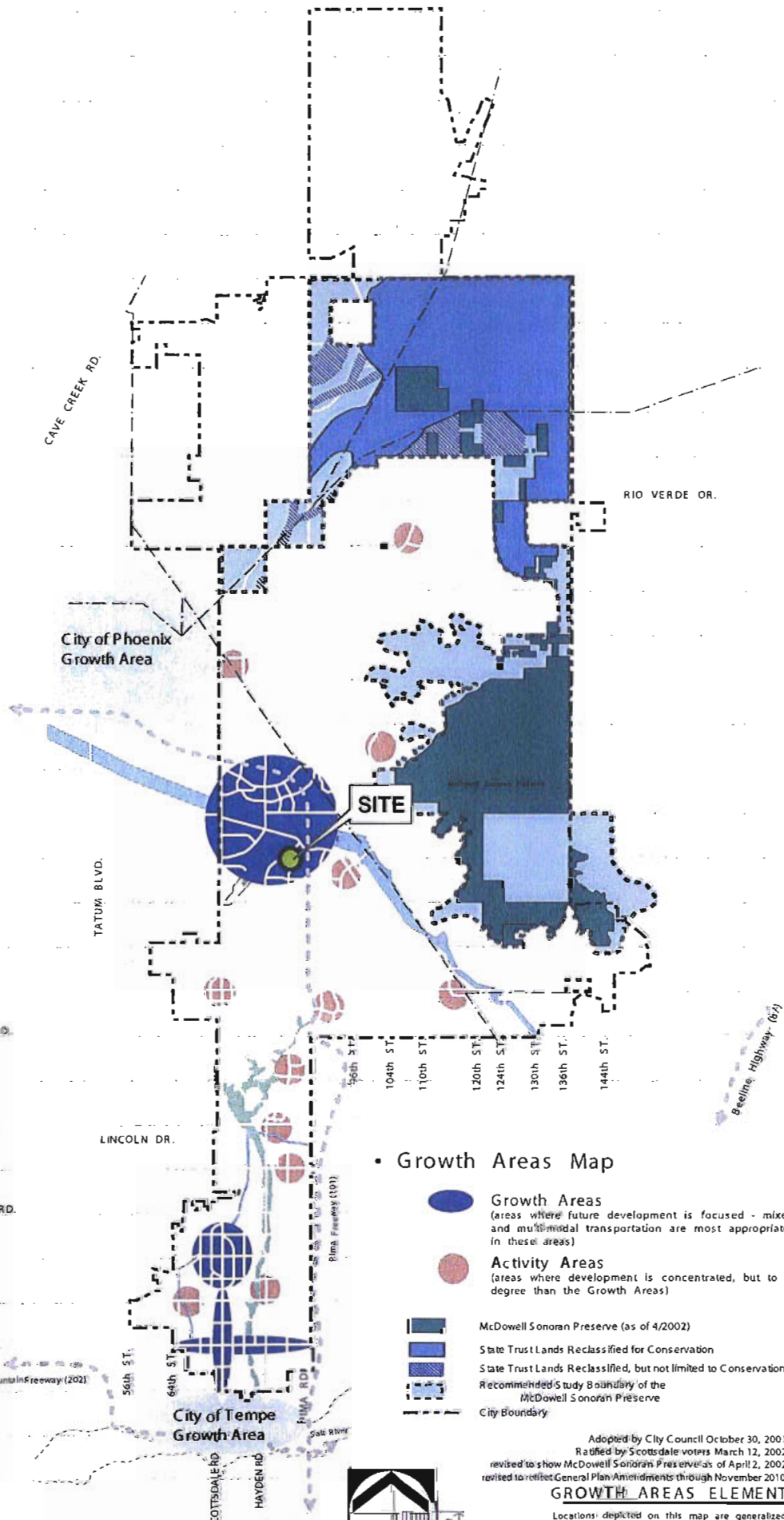
CAMELBACK RD.

INDIAN SCHOOL RD.

THOMAS RD.

MCDOWELL RD.

McKELLIPS RD.



• Growth Areas Map



Growth Areas

(areas where future development is focused - mixed uses and multimodal transportation are most appropriate in these areas)



Activity Areas

(areas where development is concentrated, but to a lesser degree than the Growth Areas)



McDowell Sonoran Preserve (as of 4/2002)



State Trust Lands Reclassified for Conservation



State Trust Lands Reclassified, but not limited to Conservation



Recommended Study Boundary of the McDowell Sonoran Preserve

City Boundary

Adopted by City Council October 30, 2001

Ratified by Scottsdale voters March 12, 2002

revised to show McDowell Sonoran Preserve as of April 2, 2002

revised to reflect General Plan Amendments through November 2010

GROWTH AREAS ELEMENT

Locations depicted on this map are generalized



Greater Airpark Character Area Plan Future Land Use Site In Context

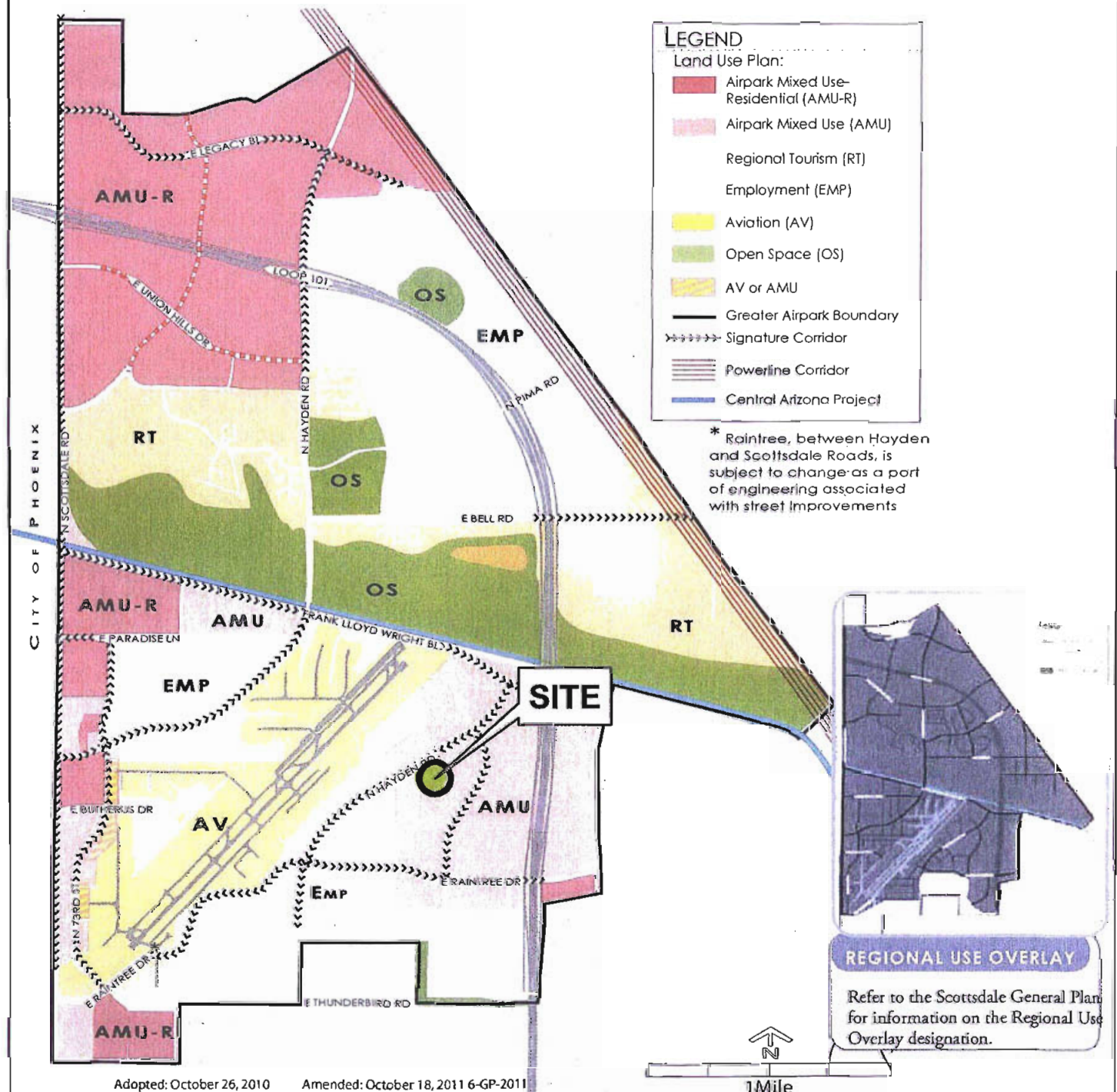
GREATER AIRPARK CHARACTER AREA PLAN

LEGEND

Land Use Plan:

- Airpark Mixed Use-Residential (AMU-R)
- Airpark Mixed Use (AMU)
- Regional Tourism (RT)
- Employment (EMP)
- Aviation (AV)
- Open Space (OS)
- AV or AMU
- Greater Airpark Boundary
- Signature Corridor
- Powerline Corridor
- Central Arizona Project

* Raintree, between Hayden and Scottsdale Roads, is subject to change as a part of engineering associated with street improvements



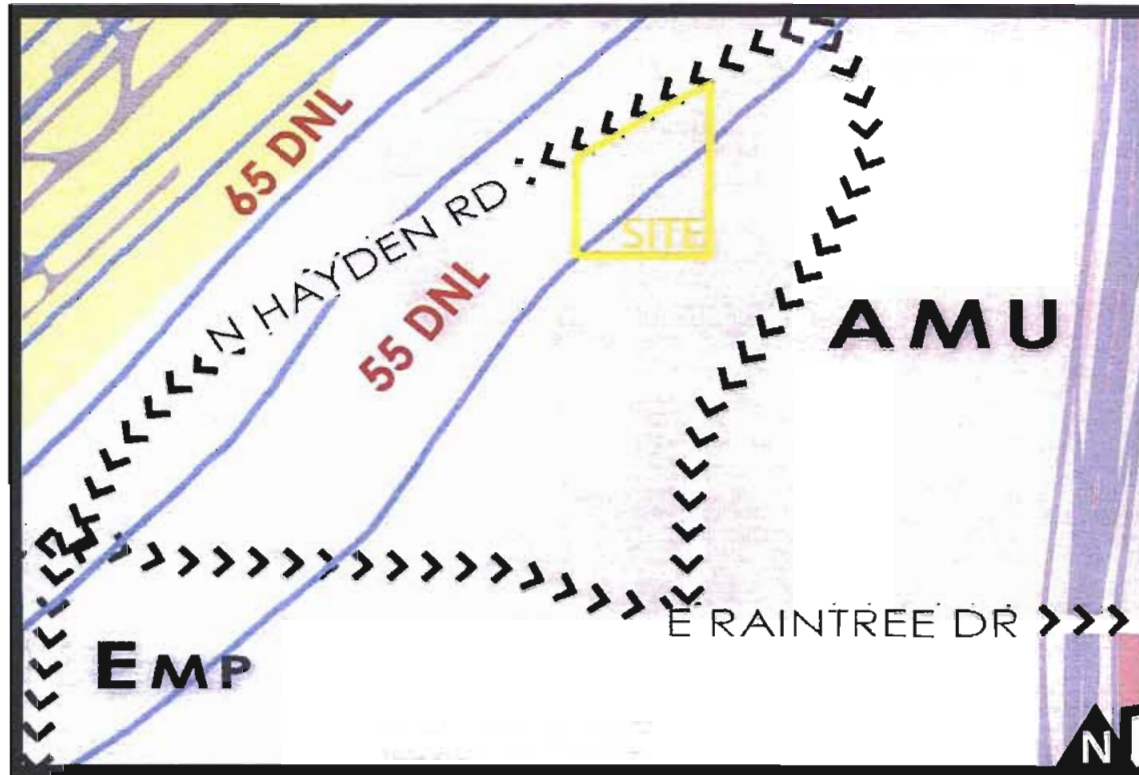
Adopted: October 26, 2010

Amended: October 18, 2011 6-GP-2011

October 25, 2011 8-GP-2011

This map presents a potential future development vision and does not constitute regulatory standards. All projects are subject to development review. Signature Corridors are also illustrated on page 58 of the Character and Design Chapter.

Greater Airpark Character Area Plan Future Land Use Map (Existing)



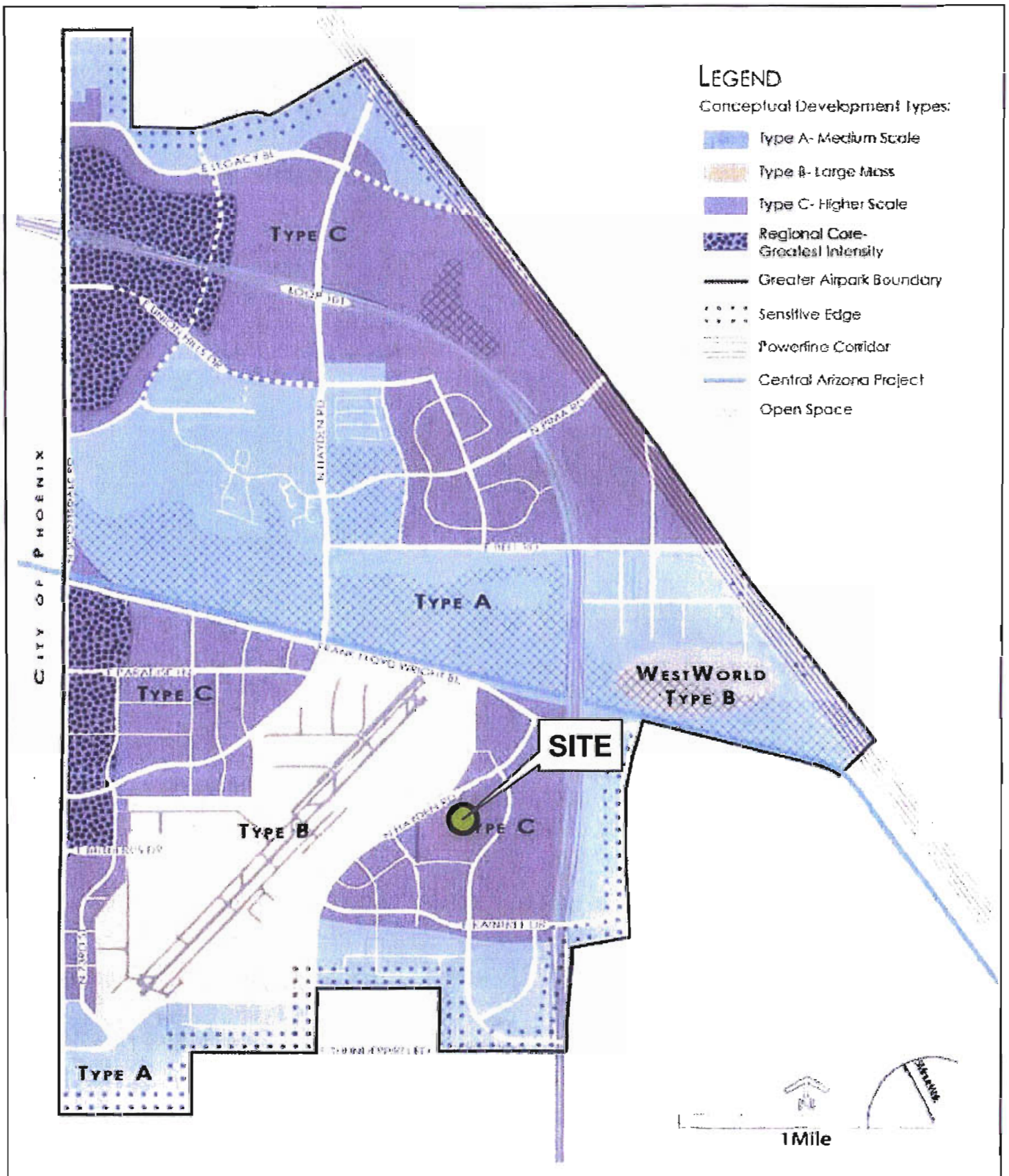
LEGEND

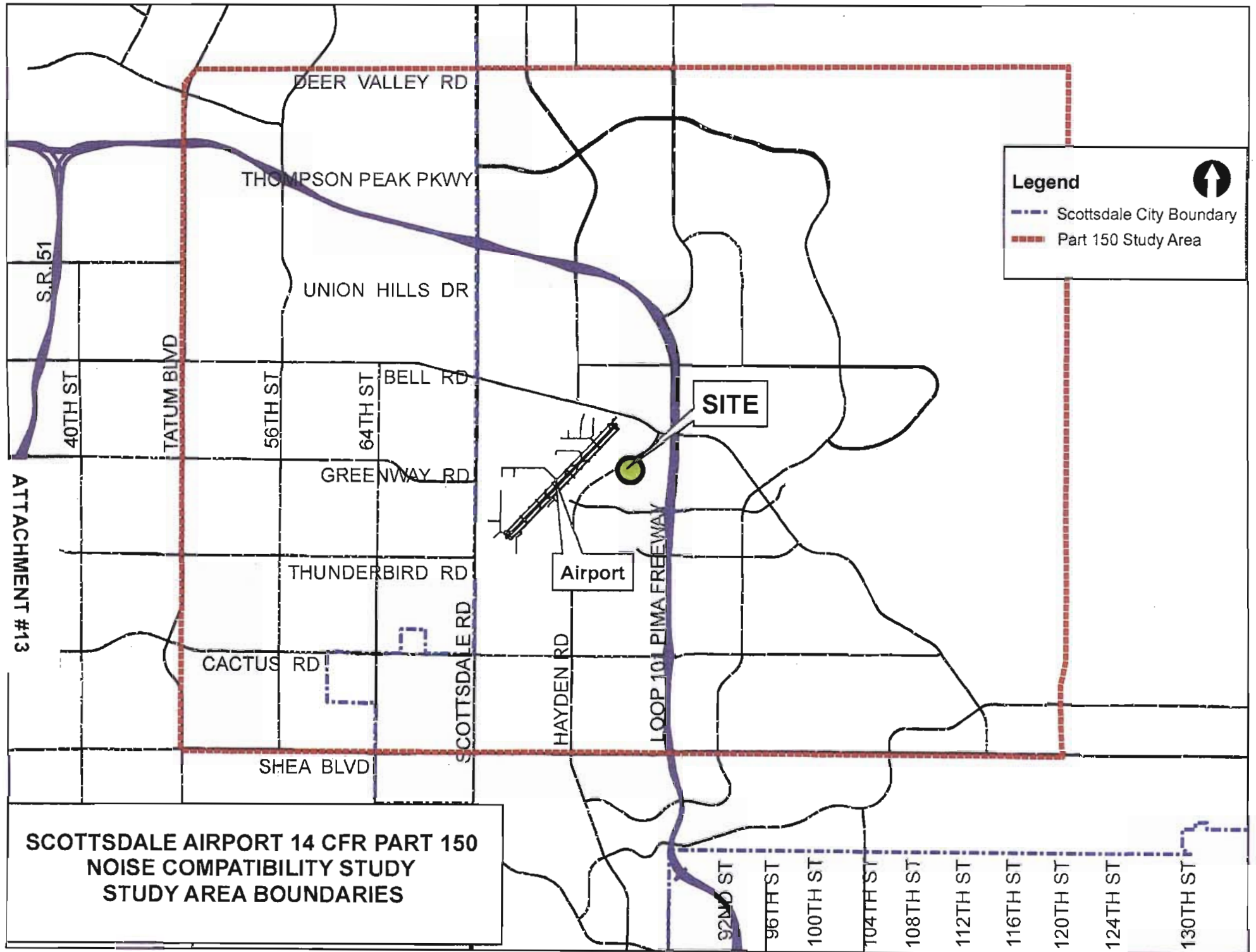
- Airpark Mixed Use- Residential (AMU-R)
- Airpark Mixed Use (AMU)
- Employment (EMP)
- Aviation (AV)
- Greater Airpark Boundary
- Signature Corridor
- Airport Noise Contours



10-GP-2013

Greater Airpark Character Area Plan Development Types Site In Context





**SCOTTSDALE AIRPORT 14 CFR PART 150
NOISE COMPATIBILITY STUDY
2009 NOISE CONTOURS**

Legend

- Scottsdale City Boundary
- 2009 Noise Contours



UNION HILLS DR

BELL RD

GREENWAY RD

55 DNL

THUNDERBIRD RD

65 DNL

CACTUS RD

SHEA BLVD

SCOTTSDALE RD

HAYDEN RD

SITE

75 DNL

LOOP 101 PIMA FREEWAY

92ND ST

104TH ST

56TH ST

64TH ST

ATTACHMENT #14

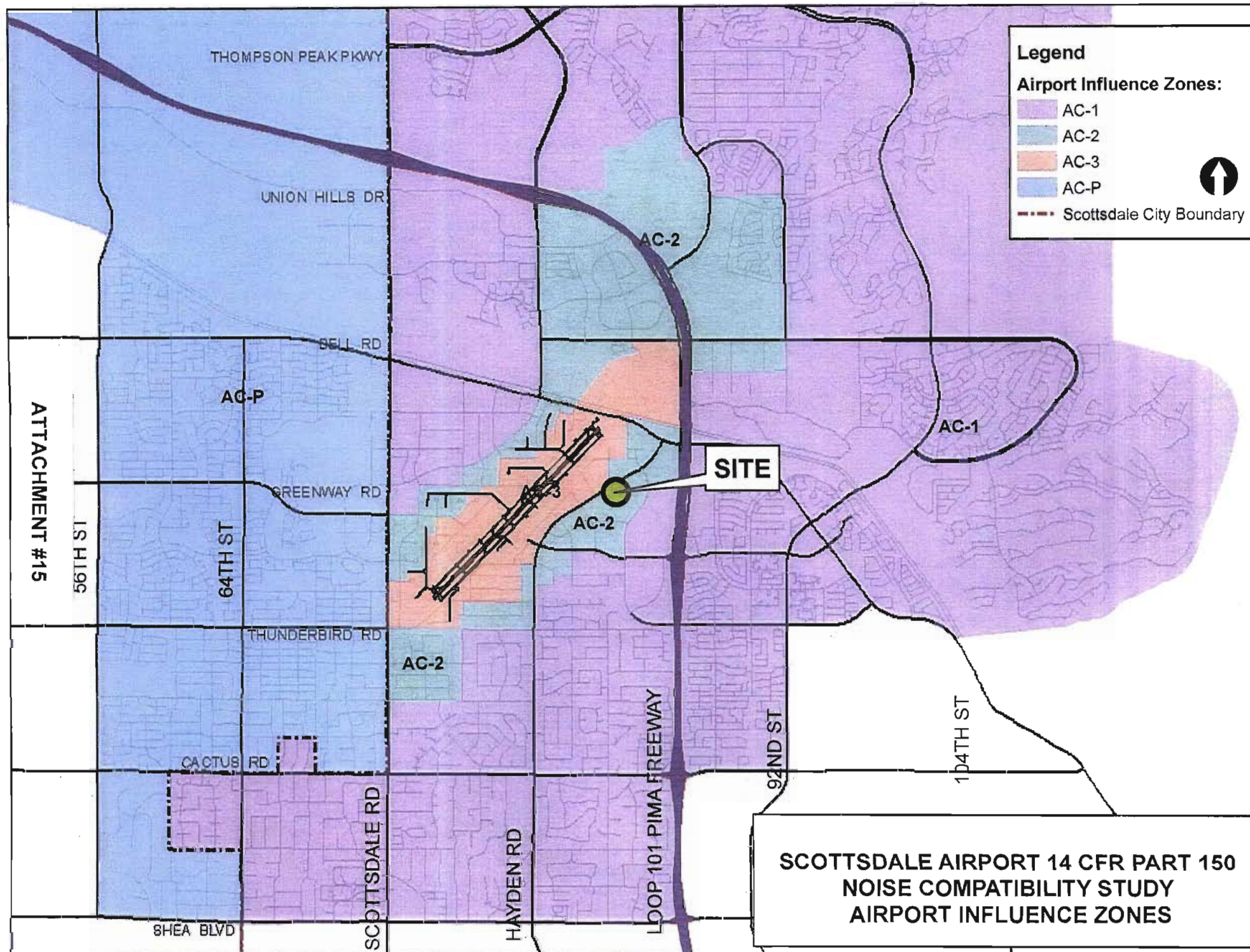


TABLE 7A
Airport Overlay Zone Matrix
Scottsdale Airport

	Uses Allowed Within Each Zone			
	City of Scottsdale		City of Phoenix	
	AC-1	AC-2	AC-3	AC-P
RESIDENTIAL				
Single-family, duplex, multi-family, manufactured housing	Y[1,3]	Y[1,3,4]	N	Y[1]
Recreational vehicle parks	Y[1,3]	Y[1,3]	N	Y[1]
Other residential	Y[1,3]	Y[1,3,4]	N	Y[1]
PUBLIC FACILITIES				
Education facilities	Y[1,3]	Y[1,3,4]	N	Y[1]
Religious facilities, libraries, museums, galleries, clubs and lodges	Y[1,2,3]	Y[1,3,4]	N	Y[1,2]
Outdoor sport events, entertainment and public assembly except amphitheaters	Y[1,2]	Y[1,3]	N	Y[1,2]
Indoor recreation, amusements, athletic clubs, gyms and spectator events	Y[1,2]	Y[1,3]	Y[1,3]	Y[1,2]
Neighborhood parks	Y[1,2]	Y[1,3]	Y[1,3]	Y[1,2]
Community and regional parks	Y[1,2]	Y[1,3]	Y[1,3]	Y[1,2]
Outdoor recreation: tennis, golf courses, riding trails, etc.	Y[1,2]	Y[1,3]	Y[1,3]	Y[1,2]
Cemeteries	Y[1]	Y[1,3]	Y[1,3]	Y[1]
COMMERCIAL				
Hotels/motels	Y[1,2]	Y[1,2,3,4]	Y[1,2,3,4]	Y[1,2]
Hospitals and other health care services	Y[1,2]	Y[1,2,3,4]	N	Y[1,2]
Services: finance, real estate, insurance, professional and government offices	Y[1,2]	Y[1,2,3]	Y[1,2,3]	Y[1,2]
Retail sales: building materials, farm equipment, automotive, marine, mobile homes, recreational vehicles and accessories	Y[1]	Y[1,3]	Y[1,3]	Y[1]
Restaurants, eating and drinking establishments	Y[1,2]	Y[1,2,3]	Y[1,2,3]	Y[1,2]
Retail sales: general merchandise, food, drugs, apparel, etc.	Y[1]	Y[1,3]	Y[1,3]	Y[1]
Personal services: barber and beauty shops, laundry and dry cleaning, etc.	Y[1]	Y[1,3]	Y[1,3]	Y[1]
Automobile service stations	Y[1,2]	Y[1,2,3]	Y[1,2,3]	Y[1,2]
Repair services	Y[1]	Y[1,3]	Y[1,3]	Y[1]
INDUSTRIAL				
Processing of food, wood and paper products; printing and publishing; warehouses, wholesale and storage activities	Y[1,2]	Y[1,2,3]	Y[1,2,3]	Y[1,2]

TABLE 7A (Continued)
Airport Overlay Zone Matrix
Scottsdale Airport

	Uses Allowed Within Each Zone			
	City of Scottsdale		City of Phoenix	
	AC-1	AC-2	AC-3	AC-P
Refining, manufacturing and storage of chemicals, petroleum and related products, manufacturing and assembly of electronic components, etc.	Y[1,2]	Y[1,2,3]	Y[1,2,3]	Y[1,2]
Manufacturing of stone, clay, glass, leather, gravel and metal products; construction and salvage yards; natural resource extraction and processing, agricultural, mills and gins	Y[1,2]	Y[1,2,3]	Y[1,2,3]	Y[1,2]
AGRICULTURE				
Animal husbandry, livestock farming, breeding and feeding; plant nurseries (excluding retail sales)	Y[1]	Y[1]	Y[1]	Y[1]
Farming (except livestock)	Y[1]	Y[1,3]	Y[1,3]	Y[1]
MISCELLANEOUS				
Transportation terminals, utility and communication facilities	Y[1]	Y[1,2,3]	Y[1,2,3]	Y[1]
Vehicle parking	Y[1]	Y[1]	Y[1]	Y[1]
Signs	Y[1]	Y[1]	Y[1]	Y[1]
1 Fair disclosure statement required as a condition of development approval or building permit issuance.				
2 Use is permitted as long as it complies with the requirements of the Airport Height and Hazard Overlay District.				
3 Aviation easement required as a condition of development approval or building permit issuance.				
4 Sound insulation required to reduce interior to exterior noise levels by at least 25dB.				

The boundary of AC-3 is also a hybrid boundary consisting of the 65 DNL noise contour prepared as part of the previous Part 150 Study and the 2009 and 2025 65 DNL noise contours. The boundary is being squared-off to allow for easy interpretation and implementation. Noise-sensitive development is not to be allowed within this overlay, and an aviation easement is required prior to development approval.

Zone AC-P applies only within the City of Phoenix. The development requirements for this boundary would mirror the requirements contained within AC-

1. The purpose of the overlay would be to ensure fair disclosure of Airport operations. This overlay boundary would be the only boundary incorporated into the *City of Phoenix General Plan*. Once the boundary is reflected within the plan, an overlay zoning district could be adopted within the Phoenix Zoning Ordinance. The City of Phoenix Planning Department would need to coordinate with Scottsdale Airport staff whenever a development proposal is submitted within AC-P. Airport staff would provide comments on the proposed development and provide a fair disclosure statement which would be provided to



Exhibit 3G
EXISTING AND FUTURE CONSOLIDATED F16 ARRIVAL,
TOUCH & GO AND HELICOPTER TRACKS



CITIZEN REVIEW & NEIGHBORHOOD INVOLVEMENT REPORT

Impact Church/Sunrise Commons

January 22, 2014

Overview

This citizen review report is being performed in association with a non-major general plan amendment and a rezoning request to develop a mixed-use development that includes the relocation of Impact Church and the development of a new multi-family residential community on a 12.17 acre parcel located at 15333 N. Hayden Road. The site is currently zoned C-4 and the request is to rezone the site to two districts, PUD (4.81 acres) and C-3 (7.36 acres). This citizen review report will be updated throughout the process.

The entire project team is sensitive to the importance of neighborhood involvement and creating a positive relationship with property owners, residents, business owners, homeowners associations, and other interested parties. Communication with these parties has already begun and will be ongoing throughout the process. Work on compiling stakeholders and preparing for the neighborhood outreach began prior to the application filing and will continue throughout the process. Communication with impacted and interested parties may take place with verbal, written, electronic, and door-to-door contact.

Community Involvement

Surrounding property owners, HOA's and other interested parties were noticed via first class mail regarding the project. The distribution of this notification met the City's requirements as specified in the Citizen Review Checklist. This notification contained information about the project, as well as contact information to receive additional information, and the opportunity to give feedback. The notification also contained information regarding a neighborhood Open House to learn more about the project that took place on December 3rd, 2013 at the current Impact Church location (15650 N. 83rd Way).

No neighbors attended the Open House due to the previous contact that the outreach team has had with surrounding neighbors. The outreach team has been communicating with neighboring property owners, businesses and community

members by telephone, one-on-one meetings and door-to-door contact in the weeks leading up to the Open House. Numerous support letters from surrounding property owners have been received by the applicant. On January 8th, the Scottsdale Airport Advisory Commission voted to recommend approval of the proposed rezoning project after hearing positive testimony from several Scottsdale citizens.

Members of the outreach team will continue to be available to meet with any neighbors who wish to discuss the project. Additionally, they will be contactable via telephone and/or e-mail to answer any questions relating to the project.

A vital part of the outreach process is to allow people to express their concerns and understand issues and attempt to address them in a professional and timely matter. As previously stated the entire team realizes the importance of the neighborhood involvement process and is committed to communication and outreach for the project.

Attachments:

Notification letter

Notification list

Affidavit of posting



Affidavit of Sign Posting

☒ Project Under Consideration Sign (White)

☐ Public Hearing Notice Sign (Red)

Case Number: TBD
Project Name: Impact Church
Location: 15333 North Hayden Road
Site Posting Date: 11/22/2013
Applicant Name: Greg John Berry
Sign Company Name: Scottsdale Sign A Rama
Phone Number: 480-994-400

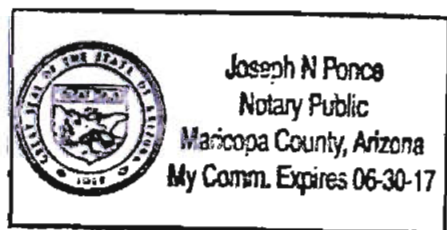
I confirm that the site has been posted as indicated by the Project Manager for the case as listed above.

Stephanie Fisher
Applicant Signature

11-22-13
Date

Return completed original signed and notarized affidavit AND pictures to the Current Planning Office no later than 14 days after your application submittal. E-mail copy to your project coordinator.

Acknowledged before me this the 22nd day of November 2013



Joseph N. Ponce
Notary Public
My commission expires: June 30 2017

Planning, Neighborhood & Transportation Division

7447 E Indian School Road, Suite 105, Scottsdale, AZ 85251 • Phone: 480-312-7000 • Fax: 480-312-7088

Early Notification of Project Under Consideration

Neighborhood Open House Meeting

Date: 12/03/2013

Time: 5:00 – 6:00 PM

Location: Impact Church 15650 N 83rd Way.

Site Address: 15333 N Hayden Road

Project Overview:

- Description of Request: A non major General Plan Amendment for a portion of the property from AMU to AMU-R, as well as a rezoning request from C4 to C3 and PUD to allow for a Church and Multi Family development.
- Site Acreage: 12.18 +/-
- Site Zoning: C-4

Applicants Contact: John Berry
Phone number: 480-385-2727

City Contacts: Brad Carr
Phone number: 480-312-7713

Case Number #:

Available at The City of Scottsdale: 480-312-7000

After submittal, project information is available at: www.scottsdaleaz.gov/projects/ProjectsInProcess

Posting Date: 11/22/2013 –Penalty for removing or defacing sign prior to date of last hearing

–Applicant Responsible for Sign Removal

11.22.2013



November 22, 2013

Dear Neighbor:

Impact Church is excited to announce that we will be moving to a new location in the near future in order to accommodate our rapidly growing membership. Our faith community has grown by over 155% in the last 16 months and has become the second largest church in Scottsdale. We now have over 2,800 Scottsdale resident members. This amazing growth has led to us exceeding the capacity of our current facilities and requires a relocation to new accommodations.

To make this possible, Impact Church is teaming up with Sunrise Luxury Living to rezone a property located on Hayden Road just west of Northsight Blvd. Our rezoning and minor general plan amendment request includes Impact Church facilities that will seat 1,200 members and allow us expand our youth and community outreach services. The request will also include a 311 unit luxury, multi-family housing component located outside of the 55 Day-Night Sound Level, on the back portion of the property. We hope that you will agree that this new proposal will be beneficial for your business or your property.

We are pleased to invite you to attend an open house to discuss this proposal. The open house will be held in the Main Auditorium at the current Impact Church location (15650 N. 83rd Way in Scottsdale), from 5:00 p.m. to 6:00 p.m. on Tuesday, December 3rd, 2013.

In the meantime, if you have any questions, please contact our neighborhood outreach team, Technical Solutions, at 602-957-3434. The City of Scottsdale Project Coordinator for this project is Brad Carr, who can be reached at 480-312-7713.

Sincerely,

Andre Wadsworth
Executive Pastor

Carr, Brad

From: Tedd Maitland <tmaitland@zonascottsdale.com>
Sent: Thursday, January 30, 2014 11:46 AM
To: DBrantner@scottsdaleaz.gov; MCody@scottsdaleaz.gov; MDandrea@scottsdaleaz.gov; MEdwards@scottsdaleaz.gov; EFilsinger@scottsdaleaz.gov; EGrant@scottsdaleaz.gov; JPetskunas@scottsdaleaz.gov
Cc: Carr, Brad
Subject: RE: Impact Church/Sunrise Commons

Gentlemen,

I am writing today to express my support for the relocation case of Impact Church in Scottsdale. Impact Church has become a vital part of the Scottsdale Community through its many food drives, elderly assistance programs, and support for disadvantaged children. These newly proposed facilities and partnership with Sunrise Living will ensure that Impact Church will be able to continue their great efforts in Scottsdale. Please vote in favor of Impact Church and Sunrise Commons.

Best regards,
Tedd Maitland



Tedd Maitland | Golf Sales Manager
(p) 480.585.1458 (f) 480.585.1006 (toll free) 800.903.4057
Zona Hotel & Suites | 7677 E. Princess Blvd. | Scottsdale, AZ 85255

Carr, Brad

From: Kelly Shoemaker <kellyshoemaker@hotmail.com>
Sent: Thursday, February 06, 2014 2:38 PM
To: DBrantner@ScottsdaleAZ.gov; MCody@ScottsdaleAZ.gov;
MDandrea@ScottsdaleAZ.gov; MEdwards@ScottsdaleAZ.gov;
EFilsinger@ScottsdaleAZ.gov; EGrant@ScottsdaleAZ.gov; JPetskunas@ScottsdaleAZ.gov
Cc: Carr, Brad
Subject: RE: Impact Church/Sunrise Commons

Please vote in favor of the proposed Impact Church and Sunrise Commons project at the Scottsdale Airpark. This area is surrounded by businesses that would be positively impacted by such a project being built at this location. Moving the current church traffic and bringing new residential units to this area will provide a new customer base for nearby businesses.

Carr, Brad

From: Planning Commission
Sent: Thursday, February 13, 2014 1:36 PM
To: Curtis, Tim
Subject: Planning Commission Public Comment (response #93)

Planning Commission Public Comment (response #93)

Survey Information

Site:	ScottsdaleAZ.gov
Page Title:	Planning Commission Public Comment
URL:	http://www.scottsdaleaz.gov/boards/PC/comment
Submission Time/Date:	2/13/2014 1:34:57 PM

Survey Response

COMMENT	
Comment:	I am writing today to express my support for the relocation case of Impact Church in Scottsdale. Impact Church has become a vital part of the Scottsdale Community through its many food drives, elderly assistance programs, and support for disadvantaged children. These newly proposed facilities and partnership with Sunrise Living will ensure that Impact Church will be able to continue their great efforts in Scottsdale. Please vote in favor of Impact Church and Sunrise Commons.
Comments are limited to 8,000 characters and may be cut and pasted from another source.	
PLEASE PROVIDE YOUR NAME	
First & Last Name:	Kelly Shoemaker
ADD ONE OR MORE OF THE FOLLOWING ITEMS:	
Email:	kshoemaker@zonascottsdale.com
Phone:	480-585-1234
Address:	7677 E Princess Blvd, Scottsdale, AZ 85255

Carr, Brad

From: Planning Commission
Sent: Thursday, February 13, 2014 1:46 PM
To: Curtis, Tim
Subject: Planning Commission Public Comment (response #94)

Planning Commission Public Comment (response #94)

Survey Information

Site:	ScottsdaleAZ.gov
Page Title:	Planning Commission Public Comment
URL:	http://www.scottsdaleaz.gov/boards/PC/comment
Submission Time/Date:	2/13/2014 1:45:35 PM

Survey Response

COMMENT	
Comment:	I am writing today to express my support for the relocation case of Impact Church in Scottsdale. Impact Church has become a vital part of the Scottsdale Community through its many food drives, elderly assistance programs, and support for disadvantaged children. These newly proposed facilities and partnership with Sunrise Living will ensure that Impact Church will be able to continue their great efforts in Scottsdale. Please vote in favor of Impact Church and Sunrise Commons.
Comments are limited to 8,000 characters and may be cut and pasted from another source.	
PLEASE PROVIDE YOUR NAME	
First & Last Name:	Tedd Maitland
ADD ONE OR MORE OF THE FOLLOWING ITEMS:	
Email:	tmaitland@zonascottsdale.com
Phone:	480-585-1458
Address:	15050 N. Thompson Peak Pkwy. #1070, Scottsdale, AZ 85260

Carr, Brad

From: Planning Commission
Sent: Thursday, February 13, 2014 2:03 PM
To: Curtis, Tim
Subject: Planning Commission Public Comment (response #95)

Planning Commission Public Comment (response #95)

Survey Information

Site:	ScottsdaleAZ.gov
Page Title:	Planning Commission Public Comment
URL:	http://www.scottsdaleaz.gov/boards/PC/comment
Submission Time/Date:	2/13/2014 2:02:31 PM

Survey Response

COMMENT

Comment:

I am writing today to express my support for the relocation case of Impact Church in Scottsdale. Impact Church has become a vital part of the Scottsdale Community through its many food drives, elderly assistance programs, and support for disadvantaged children. These newly proposed facilities and partnership with Sunrise Living will ensure that Impact Church will be able to continue their great efforts in Scottsdale. Please vote in favor of Impact Church and Sunrise Commons.

Comments are limited to 8,000 characters and may be cut and pasted from another source.

PLEASE PROVIDE YOUR NAME

First & Last Name:

Carey Morse

ADD ONE OR MORE OF THE FOLLOWING ITEMS:

Email:

cmorse@zonascottsdale.com

Phone:

480-215-0255

Address:

5704 E. Aire Libre Ave #1027, Scottsdale 85254

Carr, Brad

From: Planning Commission
Sent: Thursday, February 13, 2014 2:07 PM
To: Curtis, Tim
Subject: Planning Commission Public Comment (response #96)

Planning Commission Public Comment (response #96)

Survey Information

Site:	ScottsdaleAZ.gov
Page Title:	Planning Commission Public Comment
URL:	http://www.scottsdaleaz.gov/boards/PC/comment
Submission Time/Date:	2/13/2014 2:06:42 PM

Survey Response

COMMENT

Comment:

I am writing today to express my support for the relocation case of Impact Church in Scottsdale. Impact Church has become a vital part of the Scottsdale Community through its many food drives, elderly assistance programs, and support for disadvantaged children. These newly proposed facilities and partnership with Sunrise Living will ensure that Impact Church will be able to continue their great efforts in Scottsdale. Please vote in favor of Impact Church and Sunrise Commons.

Comments are limited to 8,000 characters and may be cut and pasted from another source.

PLEASE PROVIDE YOUR NAME

First & Last Name:

Linda Morem

ADD ONE OR MORE OF THE FOLLOWING ITEMS:

Email:

Phone:

Address:

From: Planning Commission
Sent: Thursday, February 13, 2014 2:11 PM
To: Curtis, Tim
Subject: Planning Commission Public Comment (response #97)

Planning Commission Public Comment (response #97)

Survey Information

Site:	ScottsdaleAZ.gov
Page Title:	Planning Commission Public Comment
URL:	http://www.scottsdaleaz.gov/boards/PC/comment
Submission Time/Date:	2/13/2014 2:10:15 PM

Survey Response

COMMENT

Comment:	I am writing today to express my support for the relocation case of Impact Church in Scottsdale. Impact Church has become a vital part of the Scottsdale Community through its many food drives, elderly assistance programs, and support for disadvantaged children. These newly proposed facilities and partnership with Sunrise Living will ensure that Impact Church will be able to continue their great efforts in Scottsdale. Please vote in favor of Impact Church and Sunrise Commons.
----------	---

Comments are limited to 8,000 characters and may be cut and pasted from another source.

PLEASE PROVIDE YOUR NAME

First & Last Name:	Jennifer Gonzales
--------------------	-------------------

ADD ONE OR MORE OF THE FOLLOWING ITEMS:

Email:	jlgonzales12@gmail.com
Phone:	
Address:	

Item 243

Castro, Lorraine

From: Planning Commission
Sent: Friday, February 28, 2014 9:10 AM
To: Curtis, Tim
Subject: Planning Commission Public Comment (response #99)

Planning Commission Public Comment (response #99)

Survey Information

Site: ScottsdaleAZ.gov

Page Title: Planning Commission Public Comment

URL: <http://www.scottsdaleaz.gov/boards/PC/comment>

Submission Time/Date: 2/28/2014 9:09:46 AM

Survey Response

COMMENT

Comment:

I urge you to support the movement of Impact Church to the newly proposed location within the Scottsdale Airpark. I am a current member of Impact Church and can honestly tell you how much we need these new facilities. Impact Church has over 2,800 members from Scottsdale and we are still growing. Impact Church was the second largest growing church in the US in 2013 and now the second largest church in Scottsdale. We are expanding at such a rate that we have just plainly outgrown our current facilities. This proposed project will give us the new, larger facilities that we desperately need and the partnership with Sunrise Living makes our dreams a reality. Please vote in favor of this project and allow Impact Church to continue the wonderful work that they do in the Scottsdale Community.

Comments are limited to 8,000 characters and may be cut and pasted from another source.

PLEASE PROVIDE YOUR NAME

First & Last Name: Victoria Schutte

ADD ONE OR MORE OF THE FOLLOWING ITEMS:

Castro, Lorraine

From: Planning Commission
Sent: Friday, February 28, 2014 11:05 AM
To: Curtis, Tim
Subject: Planning Commission Public Comment (response #100)

Planning Commission Public Comment (response #100)

Survey Information

Site: [ScottsdaleAZ.gov](http://scottsdaleaz.gov)

Page Title: Planning Commission Public Comment

URL: <http://www.scottsdaleaz.gov/boards/PC/comment>

Submission Time/Date: 2/28/2014 11:04:00 AM

Survey Response

COMMENT

Comment:

I urge you to support the movement of Impact Church to the newly proposed location within the Scottsdale Airpark. I am a current member of Impact Church and can honestly tell you how much we need these new facilities. Impact Church has over 2,800 members from Scottsdale and we are still growing. Impact Church was the second largest growing church in the US in 2013 and now the second largest church in Scottsdale. We are expanding at such a rate that we have just plainly outgrown our current facilities. This proposed project will give us the new, larger facilities that we desperately need and the partnership with Sunrise Living makes our dreams a reality. Please vote in favor of this project and allow Impact Church to continue the wonderful work that they do in the Scottsdale Community.

Comments are limited to 8,000 characters and may be cut and pasted from another source.

PLEASE PROVIDE YOUR NAME

First & Last Name: Denise Kerr

ADD ONE OR MORE OF THE FOLLOWING ITEMS:

Castro, Lorraine

From: Planning Commission
Sent: Friday, February 28, 2014 11:06 AM
To: Curtis, Tim
Subject: Planning Commission Public Comment (response #101)

Planning Commission Public Comment (response #101)

Survey Information

Site: ScottsdaleAZ.gov

Page Title: Planning Commission Public Comment

URL: <http://www.scottsdaleaz.gov/boards/PC/comment>

Submission Time/Date: 2/28/2014 11:05:03 AM

Survey Response

COMMENT

Comment:

I urge you to support the movement of Impact Church to the newly proposed location within the Scottsdale Airpark. I am a current member of Impact Church and can honestly tell you how much we need these new facilities. Impact Church has over 2,800 members from Scottsdale and we are still growing. Impact Church was the second largest growing church in the US in 2013 and now the second largest church in Scottsdale. We are expanding at such a rate that we have just plainly outgrown our current facilities. This proposed project will give us the new, larger facilities that we desperately need and the partnership with Sunrise Living makes our dreams a reality. Please vote in favor of this project and allow Impact Church to continue the wonderful work that they do in the Scottsdale Community.

Comments are limited to 8,000 characters and may be cut and pasted from another source.

PLEASE PROVIDE YOUR NAME

First & Last Name: Jim Kerr

ADD ONE OR MORE OF THE FOLLOWING ITEMS:

Castro, Lorraine

From: Planning Commission
Sent: Friday, February 28, 2014 12:12 PM
To: Curtis, Tim
Subject: Planning Commission Public Comment (response #102)

Planning Commission Public Comment (response #102)

Survey Information

Site: ScottsdaleAZ.gov

Page Title: Planning Commission Public Comment

URL: <http://www.scottsdaleaz.gov/boards/PC/comment>

Submission Time/Date: 2/28/2014 12:11:09 PM

Survey Response

COMMENT

Comment:

I am writing today to express my support for the relocation case of Impact Church in Scottsdale. Impact Church has become a vital part of the Scottsdale Community through its many food drives, elderly assistance programs, and support for disadvantaged children. These newly proposed facilities and partnership with Sunrise Living will ensure that Impact Church will be able to continue their great efforts in Scottsdale. Please vote in favor of Impact Church and Sunrise Commons.

Comments are limited to 8,000 characters and may be cut and pasted from another source.

PLEASE PROVIDE YOUR NAME

First & Last Name: D Timmons

ADD ONE OR MORE OF THE FOLLOWING ITEMS:

Email:

Phone:

Address:

Castro, Lorraine

From: Planning Commission
Sent: Friday, February 28, 2014 3:28 PM
To: Curtis, Tim
Subject: Planning Commission Public Comment (response #103)

Planning Commission Public Comment (response #103)**Survey Information**

Site:	ScottsdaleAZ.gov
Page Title:	Planning Commission Public Comment
URL:	http://www.scottsdaleaz.gov/boards/PC/comment
Submission Time/Date:	2/28/2014 3:27:22 PM

Survey Response

COMMENT	
Comment:	<p>I urge you to support the movement of Impact Church to the newly proposed location within the Scottsdale Airpark. I am a current member of Impact Church and can honestly tell you how much we need these new facilities. Impact Church has over 2,800 members from Scottsdale and we are still growing. Impact Church was the second largest growing church in the US in 2013 and now the second largest church in Scottsdale. We are expanding at such a rate that we have just plainly outgrown our current facilities. This proposed project will give us the new, larger facilities that we desperately need and the partnership with Sunrise Living makes our dreams a reality. Please vote in favor of this project and allow Impact Church to continue the wonderful work that they do in the Scottsdale Community.</p>
Comments are limited to 8,000 characters and may be cut and pasted from another source.	
PLEASE PROVIDE YOUR NAME	
First & Last Name:	Jay Beskind
ADD ONE OR MORE OF THE FOLLOWING ITEMS:	

Castro, Lorraine

From: Planning Commission
Sent: Friday, February 28, 2014 3:29 PM
To: Curtis, Tim
Subject: Planning Commission Public Comment (response #104)

Planning Commission Public Comment (response #104)

Survey Information

Site: [ScottsdaleAZ.gov](http://scottsdaleaz.gov)

Page Title: Planning Commission Public Comment

URL: <http://www.scottsdaleaz.gov/boards/PC/comment>

Submission Time/Date: 2/28/2014 3:28:33 PM

Survey Response

COMMENT

Comment:

I am writing today to express my support for the relocation case of Impact Church in Scottsdale. Impact Church has become a vital part of the Scottsdale Community through its many food drives, elderly assistance programs, and support for disadvantaged children. These newly proposed facilities and partnership with Sunrise Living will ensure that Impact Church will be able to continue their great efforts in Scottsdale. Please vote in favor of Impact Church and Sunrise Commons.

Comments are limited to 8,000 characters and may be cut and pasted from another source.

PLEASE PROVIDE YOUR NAME

First & Last Name: Diana Beskind

ADD ONE OR MORE OF THE FOLLOWING ITEMS:

Email:

Phone:

Address:

Castro, Lorraine

From: Planning Commission
Sent: Saturday, March 01, 2014 7:24 AM
To: Curtis, Tim
Subject: Planning Commission Public Comment (response #105)

Planning Commission Public Comment (response #105)

Survey Information

Site: ScottsdaleAZ.gov

Page Title: Planning Commission Public Comment

URL: <http://www.scottsdaleaz.gov/boards/PC/comment>

Submission Time/Date: 3/1/2014 7:23:38 AM

Survey Response

COMMENT

Comment:

I urge you to support the movement of Impact Church to the newly proposed location within the Scottsdale Airpark. I am a current member of Impact Church and can honestly tell you how much we need these new facilities. Impact Church has over 2,800 members from Scottsdale and we are still growing. Impact Church was the second largest growing church in the US in 2013 and now the second largest church in Scottsdale. We are expanding at such a rate that we have just plainly outgrown our current facilities. This proposed project will give us the new, larger facilities that we desperately need and the partnership with Sunrise Living makes our dreams a reality. Please vote in favor of this project and allow Impact Church to continue the wonderful work that they do in the Scottsdale Community

Comments are limited to 8,000 characters and may be cut and pasted from another source.

PLEASE PROVIDE YOUR NAME

First & Last Name: Tom Schutte

ADD ONE OR MORE OF THE FOLLOWING ITEMS:

Castro, Lorraine

From: Planning Commission
Sent: Saturday, March 01, 2014 12:18 PM
To: Curtis, Tim
Subject: Planning Commission Public Comment (response #106)

Planning Commission Public Comment (response #106)

Survey Information

Site: [ScottsdaleAZ.gov](http://www.scottsdaleaz.gov)

Page Title: Planning Commission Public Comment

URL: <http://www.scottsdaleaz.gov/boards/PC/comment>

Submission Time/Date: 3/1/2014 12:16:57 PM

Survey Response

COMMENT

Comment:

I urge you to support the movement of Impact Church to the newly proposed location within the Scottsdale Airpark. I am a current member of Impact Church and can honestly tell you how much we need these new facilities. Impact Church has over 2,800 members from Scottsdale and we are still growing. Impact Church was the second largest growing church in the US in 2013 and now the second largest church in Scottsdale. We are expanding at such a rate that we have just plainly outgrown our current facilities. This proposed project will give us the new, larger facilities that we desperately need and the partnership with Sunrise Living makes our dreams a reality. Please vote in favor of this project and allow Impact Church to continue the wonderful work that they do in the Scottsdale Community.

Comments are limited to 8,000 characters and may be cut and pasted from another source.

PLEASE PROVIDE YOUR NAME

First & Last Name:

Dr. Melissa Rumple

ADD ONE OR MORE OF THE FOLLOWING ITEMS:

Castro, Lorraine

From: Planning Commission
Sent: Saturday, March 01, 2014 3:19 PM
To: Curtis, Tim
Subject: Planning Commission Public Comment (response #107)

Planning Commission Public Comment (response #107)

Survey Information

Site: ScottsdaleAZ.gov

Page Title: Planning Commission Public Comment

URL: <http://www.scottsdaleaz.gov/boards/PC/comment>

Submission Time/Date: 3/1/2014 3:18:28 PM

Survey Response

COMMENT

Comment:

I urge you to support the movement of Impact Church to the newly proposed location within the Scottsdale Airpark. I am a current member of Impact Church and can honestly tell you how much we need these new facilities. Impact Church has over 2,800 members from Scottsdale and we are still growing. Impact Church was the second largest growing church in the US in 2013 and now the second largest church in Scottsdale. We are expanding at such a rate that we have just plainly outgrown our current facilities. This proposed project will give us the new, larger facilities that we desperately need and the partnership with Sunrise Living makes our dreams a reality. Please vote in favor of this project and allow Impact Church to continue the wonderful work that they do in the Scottsdale Community. I thank you in advance for your careful consideration in this matter. Lisa M. Allen 7737 E. Joshua Tree Lane, Scottsdale Az 85250

Comments are limited to 8,000 characters and may be cut and pasted from another source.

PLEASE PROVIDE YOUR NAME

Cookson, Frances

From: Planning Commission
Sent: Wednesday, March 12, 2014 4:22 PM
To: Cookson, Frances
Subject: Planning Commission Public Comment (response #19)

Planning Commission Public Comment (response #19)

Survey Information

Site:	ScottsdaleAZ.gov
Page Title:	Planning Commission Public Comment
URL:	http://www.scottsdaleaz.gov/boards/PC/comment
Submission Time/Date:	3/12/2014 4:21:48 PM

Survey Response

COMMENT	
Comment:	<p>I urge you to support the movement of Impact Church to the newly proposed location within the Scottsdale Airpark. I am a current member of Impact Church and can honestly tell you how much we need these new facilities. Impact Church has over 2,800 members from Scottsdale and we are still growing. Impact Church was the second largest growing church in the US in 2013 and now the second largest church in Scottsdale. We are expanding at such a rate that we have just plainly outgrown our current facilities. This proposed project will give us the new, larger facilities that we desperately need and the partnership with Sunrise Living makes our dreams a reality. Please vote in favor of this project and allow Impact Church to continue the wonderful work that they do in the Scottsdale Community.</p>
Comments are limited to 8,000 characters and may be cut and pasted from another source.	
PLEASE PROVIDE YOUR NAME	
First & Last Name:	Ted Rarrick
ADD ONE OR MORE OF THE FOLLOWING ITEMS:	

Email:	<u>jnk@crpbonds.com</u>
Phone:	480-220-2577
Address:	8562 E. Via de Sereno, Scottsdale, AZ 85258
Example: 3939 N. Drinkwater Blvd., Scottsdale 85251	

Cookson, Frances

From: Planning Commission
Sent: Wednesday, March 12, 2014 5:13 PM
To: Cookson, Frances
Subject: Planning Commission Public Comment (response #20)

Planning Commission Public Comment (response #20)

Survey Information

Site:	ScottsdaleAZ.gov
Page Title:	Planning Commission Public Comment
URL:	http://www.scottsdaleaz.gov/boards/PC/comment
Submission Time/Date:	3/12/2014 5:12:58 PM

Survey Response

COMMENT	
Comment:	I am writing today to express my support for the relocation case of Impact Church in Scottsdale. Impact Church has become a vital part of the Scottsdale Community through its many food drives, elderly assistance programs, and support for disadvantaged children. These newly proposed facilities and partnership with Sunrise Living will ensure that Impact Church will be able to continue their great efforts in Scottsdale. Please vote in favor of Impact Church and Sunrise Commons.
Comments are limited to 8,000 characters and may be cut and pasted from another source.	
PLEASE PROVIDE YOUR NAME	
First & Last Name:	Rob Mann
ADD ONE OR MORE OF THE FOLLOWING ITEMS:	
Email:	lee3az@yahoo.com
Phone:	480-340-2288
Address:	8044 East Krail St., Scottsdale 85250

Cookson, Frances

From: Planning Commission
Sent: Wednesday, March 12, 2014 5:42 PM
To: Cookson, Frances
Subject: Planning Commission Public Comment (response #21)

Planning Commission Public Comment (response #21)

Survey Information

Site:	ScottsdaleAZ.gov
Page Title:	Planning Commission Public Comment
URL:	http://www.scottsdaleaz.gov/boards/PC/comment
Submission Time/Date:	3/12/2014 5:42:16 PM

Survey Response

COMMENT	
Comment:	<p>I urge you to support the movement of Impact Church to the newly proposed location within the Scottsdale Airpark. I am a current member of Impact Church and can honestly tell you how much we need these new facilities. Impact Church has over 2,800 members from Scottsdale and we are still growing. Impact Church was the second largest growing church in the US in 2013 and now the second largest church in Scottsdale. We are expanding at such a rate that we have just plainly outgrown our current facilities. This proposed project will give us the new, larger facilities that we desperately need and the partnership with Sunrise Living makes our dreams a reality. Please vote in favor of this project and allow Impact Church to continue the wonderful work that they do in the Scottsdale Community</p>
Comments are limited to 8,000 characters and may be cut and pasted from another source.	
PLEASE PROVIDE YOUR NAME	
First & Last Name:	Arnold Avila
ADD ONE OR MORE OF THE FOLLOWING ITEMS:	

Email:	<u>xceedsearch@aol.com</u>
Phone:	602-999-4446
Address:	28248 N. Tatum Blvd Cave Creek Arizona
Example: 3939 N. Drinkwater Blvd., Scottsdale 85251	

Cookson, Frances

From: Planning Commission
Sent: Wednesday, March 12, 2014 8:12 PM
To: Cookson, Frances
Subject: Planning Commission Public Comment (response #22)

Planning Commission Public Comment (response #22)

Survey Information

Site:	ScottsdaleAZ.gov
Page Title:	Planning Commission Public Comment
URL:	http://www.scottsdaleaz.gov/boards/PC/comment
Submission Time/Date:	3/12/2014 8:11:16 PM

Survey Response

COMMENT	
Comment:	<p>I urge you to support the movement of Impact Church to the newly proposed location within the Scottsdale Airpark. I am a current member of Impact Church and can honestly tell you how much we need these new facilities. Impact Church has over 2,800 members from Scottsdale and we are still growing. Impact Church was the second largest growing church in the US in 2013 and now the second largest church in Scottsdale. We are expanding at such a rate that we have just plainly outgrown our current facilities. This proposed project will give us the new, larger facilities that we desperately need and the partnership with Sunrise Living makes our dreams a reality. Please vote in favor of this project and allow Impact Church to continue the wonderful work that they do in the Scottsdale Community.</p>
Comments are limited to 8,000 characters and may be cut and pasted from another source.	
PLEASE PROVIDE YOUR NAME	
First & Last Name:	Dorothy McPartland
ADD ONE OR MORE OF THE FOLLOWING ITEMS:	

Email:	<u>dorothymcpartland@cox.net</u>
Phone:	
Address:	
Example: 3939 N. Drinkwater Blvd., Scottsdale 85251	

Cookson, Frances

From: Planning Commission
Sent: Thursday, March 13, 2014 7:30 AM
To: Cookson, Frances
Subject: Planning Commission Public Comment (response #23)

Planning Commission Public Comment (response #23)

Survey Information

Site:	ScottsdaleAZ.gov
Page Title:	Planning Commission Public Comment
URL:	http://www.scottsdaleaz.gov/boards/PC/comment
Submission Time/Date:	3/13/2014 7:30:15 AM

Survey Response

COMMENT	
Comment:	<p>I urge you to support the movement of Impact Church to the newly proposed location within the Scottsdale Airpark. I am a current member of Impact Church and can honestly tell you how much we need these new facilities. Impact Church has over 2,800 members from Scottsdale and we are still growing. Impact Church was the second largest growing church in the US in 2013 and now the second largest church in Scottsdale. We are expanding at such a rate that we have just plainly outgrown our current facilities. This proposed project will give us the new, larger facilities that we desperately need and the partnership with Sunrise Living makes our dreams a reality. Please vote in favor of this project and allow Impact Church to continue the wonderful work that they do in the Scottsdale Community. Thank you,</p>
Comments are limited to 8,000 characters and may be cut and pasted from another source.	
PLEASE PROVIDE YOUR NAME	
First & Last Name:	Gladys Phillips
ADD ONE OR MORE OF THE FOLLOWING ITEMS:	

Email:	<u>gladysphillips60@yahoo.com</u>
Phone:	
Address:	
Example: 3939 N. Drinkwater Blvd., Scottsdale 85251	

Cookson, Frances

From: Planning Commission
Sent: Thursday, March 13, 2014 10:38 AM
To: Cookson, Frances
Subject: Planning Commission Public Comment (response #24)

Planning Commission Public Comment (response #24)

Survey Information

Site:	ScottsdaleAZ.gov
Page Title:	Planning Commission Public Comment
URL:	http://www.scottsdaleaz.gov/boards/PC/comment
Submission Time/Date:	3/13/2014 10:37:45 AM

Survey Response

COMMENT

Comment:	I am writing today to express my support for the relocation case of Impact Church in Scottsdale. Impact Church has become a vital part of the Scottsdale Community through its many food drives, elderly assistance programs, and support for disadvantaged children. These newly proposed facilities and partnership with Sunrise Living will ensure that Impact Church will be able to continue their great efforts in Scottsdale. Please vote in favor of Impact Church and Sunrise Commons.
----------	---

Comments are limited to 8,000 characters and may be cut and pasted from another source.

PLEASE PROVIDE YOUR NAME

First & Last Name:	Matthew Winberry
--------------------	------------------

ADD ONE OR MORE OF THE FOLLOWING ITEMS:

Email:	
Phone:	
Address:	20704 N. 90th Place, #1018 Scottsdale, 85255

Example: 3939 N. Drinkwater Blvd., Scottsdale 85251

Cookson, Frances

From: Planning Commission
Sent: Thursday, March 13, 2014 1:24 PM
To: Cookson, Frances
Subject: Planning Commission Public Comment (response #25)

Planning Commission Public Comment (response #25)

Survey Information

Site:	ScottsdaleAZ.gov
Page Title:	Planning Commission Public Comment
URL:	http://www.scottsdaleaz.gov/boards/PC/comment
Submission Time/Date:	3/13/2014 1:24:14 PM

Survey Response

COMMENT	
Comment:	I am writing today to express my support for the relocation case of Impact Church in Scottsdale. Impact Church has become a vital part of the Scottsdale Community through its many food drives, elderly assistance programs, and support for disadvantaged children. These newly proposed facilities and partnership with Sunrise Living will ensure that Impact Church will be able to continue their great efforts in Scottsdale. Please vote in favor of Impact Church and Sunrise Commons.
Comments are limited to 8,000 characters and may be cut and pasted from another source.	
PLEASE PROVIDE YOUR NAME	
First & Last Name:	Ron Johnson
ADD ONE OR MORE OF THE FOLLOWING ITEMS:	
Email:	rjccos@yahoo.com
Phone:	
Address:	

Example: 3939 N. Drinkwater Blvd., Scottsdale 85251

Cookson, Frances

From: Planning Commission
Sent: Tuesday, March 18, 2014 10:47 AM
To: Cookson, Frances
Subject: Planning Commission Public Comment (response #26)

Planning Commission Public Comment (response #26)

Survey Information

Site:	ScottsdaleAZ.gov
Page Title:	Planning Commission Public Comment
URL:	http://www.scottsdaleaz.gov/boards/PC/comment
Submission Time/Date:	3/18/2014 10:45:56 AM

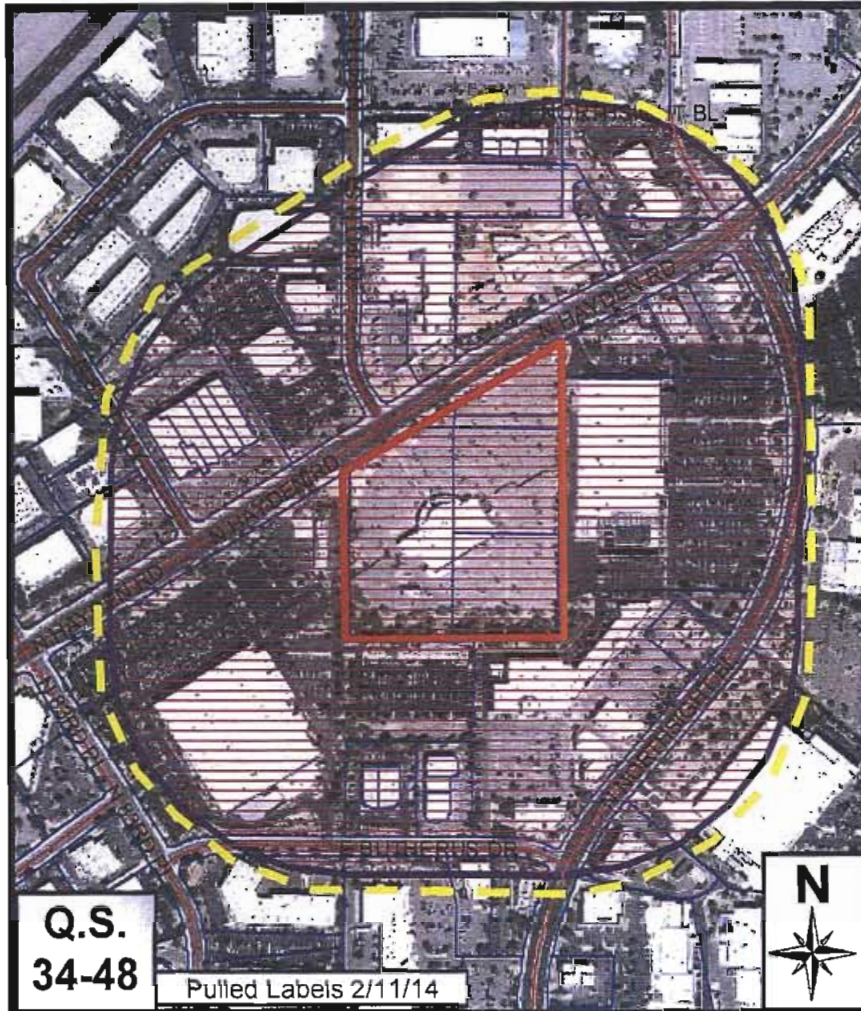
Survey Response

COMMENT	
Comment:	<p>I am writing today to express my support for the relocation case of Impact Church in Scottsdale. Impact Church has become a vital part of the Scottsdale Community through its many food drives, elderly assistance programs, and support for disadvantaged children. These newly proposed facilities and partnership with Sunrise Living will ensure that Impact Church will be able to continue their great efforts in Scottsdale. Please vote in favor of Impact Church and Sunrise Commons. I was born and raised in Scottsdale for 50 years and have recently had to rent in the Phoenix area. However, I love attending church in Scottsdale and serving the community there. It's what I know.</p>
Comments are limited to 8,000 characters and may be cut and pasted from another source.	
PLEASE PROVIDE YOUR NAME	
First & Last Name:	Jennifer Johnson
ADD ONE OR MORE OF THE FOLLOWING ITEMS:	
Email:	mumnherbyz@aol.com

Phone:	602-980-9889
Address:	4751 E Villa Maria Dr, Phoenix, AZ 85032
Example: 3939 N. Drinkwater Blvd., Scottsdale 85251	

City Notifications – Mailing List Selection Map

ATTACHMENT #19



Map Legend:



Site Boundary



Properties within 750-feet

Additional Notifications:

- Interested Parties List
- Adjacent HOA's
- P&Z E-Newsletter
- Facebook
- Twitter
- City Website-Projects in the hearing process

10-GP-2013 & 19-ZN-2013



**SCOTTSDALE PLANNING COMMISSION
KIVA-CITY HALL
3939 DRINKWATER BOULEVARD
SCOTTSDALE, ARIZONA**

WEDNESDAY, MARCH 5, 2014

DRAFT SUMMARIZED MEETING MINUTES

PRESENT: Michael D'Andrea, Chairman
Ed Grant, Vice-Chair
Michael Edwards, Commissioner
Erik Filsinger, Commissioner
Matt Cody, Commissioner
David Brantner, Commissioner

ABSENT: Jay Petkunas, Commissioner

STAFF: Tim Curtis Erin Perreault
Sherry Scott Mary Vandevord
Keith Niederer
Carr, Brad

CALL TO ORDER

Chair D'Andrea called the regular session of the Scottsdale Planning Commission to order at 5:01 p.m.

ROLL CALL

A formal roll call was conducted confirming members present as stated above.

* Note: These are summary action minutes only. A complete copy of the meeting audio is available on the Planning Commission website at:
www.scottsdaleaz.gov/boards/PC.asp

MINUTES REVIEW AND APPROVAL

1. Approval of February 26, 2014 Regular Meeting Minutes including Study Session.

COMMISSIONER BRANTNER MOVED TO APPROVE THE FEBRUARY 26, 2014 REGULAR MEETING MINUTES, INCLUDING STUDY SESSION. SECONDED BY COMMISSIONER CODY, THE MOTION CARRIED UNANIMOUSLY WITH A VOTE OF SIX (6) TO ZERO (0).

EXPEDITED AGENDA

2. 10-GP-2013 (Impact Church/Sunrise Commons)
3. 19-ZN-2013 (Impact Church/Sunrise Commons)

ITEM #'S; 2 & 3; RECOMMENDED CITY COUNCIL APPROVE CASES 10-GP-2013 AND 19-ZN-2013, BY A VOTE OF 5-0; MOTION BY VICE CHAIR GRANT, PER THE STAFF RECOMMENDED STIPULATIONS AND AFTER DETERMINING THAT THE PROPOSED ZONING DISTRICT MAP AMENDMENT INCLUDING APPROVAL OF A DEVELOPMENT PLAN AND DEVELOPMENT STANDARDS ARE CONSISTENT AND CONFORM WITH THE ADOPTED GENERAL PLAN, SECONDED BY COMMISSIONER FILSINGER; COMMISSIONER EDWARDS RECUSED HIMSELF.

REGULAR AGENDA

4. 14-UP-2013 (AT&T W629 Mountain View Softball)

ITEM #4; RECOMMENDED CITY COUNCIL APPROVE CASE 14-UP-2013, BY A VOTE OF 6-0; MOTION BY COMMISSIONER BRANTNER, PER THE STAFF RECOMMENDED STIPULATIONS, BASED UPON THE FINDING THAT THE CONDITIONAL USE PERMIT CRITERIA HAVE BEEN MET, SECONDED BY COMMISSIONER FILSINGER.

NON-ACTION

5. Presentation, discussion and Planning Commission input on the Scottsdale General Plan 2014 draft elements/sections completed by the General Plan 2014 Task Force. Draft elements/sections to be reviewed include Character and Design, Arts, Culture and Creative Community, Economic Vitality, Cost of Development, Growth Areas, Circulation, Bicycling and Implementation.

ADJOURNMENT

* Note: These are summary action minutes only. A complete copy of the meeting audio is available on the Planning Commission website at:
www.scottsdaleaz.gov/boards/PC.asp

Planning Commission

March 5, 2014

Page 3 of 3

With no further business to discuss, the regular session of the Planning Commission adjourned at 5:41 p.m.

* Note: These are summary action minutes only. A complete copy of the meeting audio is available on the Planning Commission website at:
www.scottsdaleaz.gov/boards/PC.asp



**SCOTTSDALE AIRPORT ADVISORY COMMISSION
PUBLIC MEETING**

**Scottsdale Airport Terminal Lobby
15000 N. Airport Drive, Scottsdale, AZ**

January 8, 2014

MINUTES

- PRESENT:** Michael Goode, Chairman
William Bergdoll, Vice Chairman
Gunnar Buzzard (by telephone)
Ken Casey
William Schuckert
Steve Ziomek
- ABSENT:** Bob Hobbi
- STAFF:** Sarah Ferrara, Aviation Planning & Outreach Coordinator
Shannon Johnson, Management Analyst
Gary Mascaro, Aviation Director
Chris Read, Airport Operations Manager
- OTHERS:** Tony Ardizzone, Impact Church
Jake Austin, Arizona Helicopter Adventures
John Berry, Esq.
Brad Carr, Senior Planner
Cindy McGee, Impact Church
Trammel Orr, Impact Church
Andre Wadsworth, Impact Church

CALL TO ORDER

Chairman Goode called the meeting to order at 6:04 p.m.

ROLL CALL

A formal roll call confirmed the presence of Commissioners as noted above.

PLEDGE OF ALLEGIANCE

Chairman Goode led the meeting in the pledge of allegiance.

AVIATION DIRECTOR'S REPORT

Aviation Director Mr. Gary Mascaro said they anticipate being very busy with a lot of corporate jet activity from now through the end of April. U.S. Customs and Border Protection have signed a second agent. They are waiting for headquarters to authorize the special schedule whereby each agent would work a ten-hour work day.

Mr. Mascaro reported that the Set Jet lease has been terminated. Staff is working with the City Attorney's Office to issue an RFP for the office space they vacated. Any new tenant will be in an aeronautical business.

Commissioner Ziomek asked whether the museum quality pieces that had previously been displayed commemorating the history of the Airport will be replaced. Mr. Mascaro said the pieces are controlled by Scottsdale Center for the Arts and staff can look into having the pieces brought back.

APPROVAL OF MINUTES

1. Approval of Minutes

Regular Meeting: November 13, 2013

Vice-Chairman Bergdoll made a motion to approve the minutes of the November 13, 2013 regular meeting as presented. Commissioner Ziomek seconded the motion, which carried by a unanimous vote of six (6) to zero (0). Commissioner Hobbi was absent.

PUBLIC COMMENT

No members of the public wished to address the Commission

REGULAR AGENDA ITEMS 1 - 14

1. Election of Officers

Chairman Goode noted that he has served as Chairman for two years and is not eligible to continue. He thanked the Commissioners and staff for their support and hard work.

On behalf of the City, the Airport, and the Mayor and Council, Mr. Mascaro thanked Chairman Goode for his work for the Airport.

Chairman Goode called for nominations. None were made.

Chairman Goode nominated Commissioner Ziomek as the new Chairman. Commissioner Casey seconded the nomination. The nomination passed by a vote of six (6) to zero (0). Commissioner Hobbi was absent.

Chairman Ziomek chaired the meeting. He thanked Commissioner Goode for the stellar job he did as Chairman. He said that while he was Chairman, Commissioner Goode initiated a lot of activity and functionality. Chairman Ziomek invited nominations for Vice-Chairman.

Commissioner Goode nominated Commissioner Casey as Vice-Chairman. Vice-Chairman Bergdoll seconded the nomination, which carried by a vote of six (6) to zero. Commissioner Hobbi was absent.

2. Discussion and Possible Action Regarding Airport Advisory Commission By-Laws

Mr. Mascaro noted it is a requirement to have an annual evaluation of the by-laws. No suggestions or comments were made.

3. Discussion and Possible Action to Approve Airport Advisory Commission Annual Report

Mr. Mascaro said that City Council requires an annual report from each board or commission showing what items they have worked on over the past year. Staff has prepared a draft report. The final report is due to City Council by the end of January. He explained that the Audit Committee, a sub-committee of City Council, will be evaluating the Airport Advisory Commission later this month.

Commissioner Goode made a motion to approve Airport Advisory Commission annual report as presented. The motion was seconded by Vice-Chairman Casey and carried by a vote of six (6) to zero (0). Commissioner Hobbi was absent.

4. Discussion and Possible Action regarding Application for Airpark Aeronautical Business for Larry Coffey to conduct Hangar/Shade Leasing Services

Ms. Shannon Johnson, Management Analyst, presented the application. Mr. Coffey has submitted all of the necessary paperwork. She noted that Mr. Jake Austin was in attendance.

Mr. Austin, owner of Arizona Helicopter Adventures, said his company is the main client using Mr. Coffey's services.

Commissioner Schuckert made a motion to ratify the Airpark aeronautical business permit for Larry Coffee to conduct hangar/shade leasing services. Commissioner Goode seconded the motion, which carried by a vote of six (6) to zero (0). Commissioner Hobbi was absent.

5. Discussion and Possible Action regarding Application for Airpark Aeronautical Business for Executive Jet Management, Inc. to conduct Aircraft Management Services

Commissioner Goode recused himself and left the meeting during the discussion of this item.

Ms. Johnson said that Executive Jet Management is seeking ratification of their Airpark Aeronautical Business Permit to conduct aircraft management services. They have submitted all of the appropriate documentation. Noting that no one was representing the company, Ms. Johnson stated that the Commission could either take action tonight or table consideration until a company representative can be present.

Vice-Chairman Casey asked whether this company had an aeronautical business permit in the past. Ms. Johnson said she was not aware of them having one. Vice-Chairman Casey said he was curious as to why the company was applying for a permit now. Ms. Johnson said when they were approving an access permit staff noticed that they were providing aircraft management services and asked that the company apply for the permit.

Commissioner Bergdoll made a motion to approve the Airpark aeronautical business permit for Executive Jet Management, Inc. Vice-Chairman Casey seconded the motion, which carried by a vote of five (5) to zero. Commissioner Goode was recused and Commissioner Hobbi was absent.

Commissioner Goode rejoined the meeting.

6. Discussion and Possible Action Regarding Application for Airpark Aeronautical Business Permit for Arizona Helicopter Adventures to conduct Helicopter Specialized Commercial Flying Services

Ms. Johnson presented the application. The company has submitted all appropriate paperwork and the owner, Mr. Jake Austin, was in attendance.

Mr. Austin said his company is based in Sedona. It was founded in 1985 and primarily conducts commercial helicopter sightseeing tours. From Scottsdale they plan to provide sightseeing tours of the Valley and the Superstition Mountains. They are an FAA part 135 certified air carrier and also have a part 133 certificate and a part 137 agricultural certificate. One helicopter is currently based at the Airport. In future they may add a second helicopter.

Vice-Chairman Casey made a motion to approve the Airpark aeronautical business permit for Arizona Helicopter Adventures. Commissioner Goode seconded the motion, which carried by a vote of six (6) to zero (0). Commissioner Hobbi was absent.

7. Discussion and Possible Action to recommend approval of cases 10-GP-2013 and 19-ZN-2013 (Impact Church/Sunrise Commons)

Chairman Ziomek noted that 10-GP-2-13 is a proposed non-major General Plan amendment to the Greater Airpark Character Area Plan future land use map.

Mr. Brad Carr, senior planner, presented the proposed changes.

Mr. John Berry of Berry and Damore said over 2800 Scottsdale residents belong to Impact Church. It is recognized as the second fastest growing church in the country and is the second largest church in Scottsdale. The church is currently located at the Airpark in the 75 DNL noise contour, whereas the new location is in the 55 DNL noise contour. He noted that the proposed residential development is on the area of the parcel that lies outside of the 55 DNL noise contour. The request to amend the General Plan only covers the residential portion of the development. Mr. Berry noted that the church building will deflect Airport sound from the apartments. Both churches and residential uses are permitted in AC2, subject to certain conditions:

1. Full disclosure
2. Avigation easement
3. Sound attenuation

Mr. Berry noted that these conditions are met in the current proposal. In the zoning case they will stipulate to a deed restriction that the apartments can never be converted to condominiums. He provided a comparison of the last application for this land which failed at City Council. He stressed that Impact Church wants to play by the rules.

Commissioner Goode read into the record an email comment from Commissioner Hobbi: "I'm writing you to let you know I've reviewed the information regarding the church and apartment units for approval since they both comply with 55 DNL zoning. My opinion is conditional on the assurance from the builder to add additional sound insulation for all new units for these apartments. It is also important to make sure the provision is in for not ever allowing these apartments to become permanent residences or condominiums. If these conditions are met, I am in favor of voting to recommend approval for these projects."

Commissioner Goode agreed that the church building will absorb much of the runway noise.

Chairman Ziomek invited public commentary.

Mr. Tony Ardizzone, a long-term Scottsdale resident, asked the Commission to support the church and the apartments.

Mr. Trammel Orr told the meeting he recently moved from Los Angeles in order to be a member of Impact Church. He believes that the church and the apartments can have a great impact on the lives of children and youth.

Ms. Cindy McGee has lived in Scottsdale for seven years and been a member of Impact Church for three years. She urged the Airport Advisory Commission to consider all the information that has been presented. The church is moving because it needs more space and is planning to do significant outreach.

Andre Wadsworth, Pastor, thanked the Commission for listening to the presentation. He stressed that the church does not take this proposal lightly. The proposed location is the best place for the church to be. The current premises are now too small and inadequate. With larger premises the church will be able to expand and continue its work.

Commissioner Buzzard said he has researched this application and believes that the FAA would be neutral to it. They would not see it as harmful to the Airport. He said it is important for the Commission to understand the Airport's 14 CFR, its Part 150 noise compatibility plan. Chapter 7 discusses land use elements. He asked the Commission to consider land use.

Commissioner Bergdoll asked whether there is any way that the proposed deed restriction on the rental housing could ever be removed. If so, would the Airport Advisory Commission have any input?

Mr. Carr said that the deed restriction on the Barcelona site, which was approved in 2011, runs in favor of the City. Only the City could remove it, and that would also be a modification of the stipulations associated with the zoning case. City Council would first have to approve the zoning change. Before the case went to Council, it would have to go to the Airport Commission, the Planning Commission, and public outreach. He confirmed to Commissioner Goode that the current application will also be considered by the Planning Commission.

Commissioner Goode made a motion to recommend approval of cases 10-GP-2013 and 19-ZN-2013 (Impact Church/Sunrise Commons) in their entirety without any changes. Vice-Chairman Casey seconded the motion, which carried by a vote of six (6) to zero (0). Commissioner Hobbi was absent.

8. Discussion and Input Regarding Quarterly Noise Complaint Summary Report

Aviation Planning and Outreach Coordinator Ms. Sarah Ferrara presented the quarterly noise summary report. There were approximately 24 first-time complainants, mostly in November. The other 40 individuals were repeat complainants. She noted that complaints were up significantly compared to last year. However, a handful of complainants are responsible for 86% of all complaints received. For 2013, a total of 1,413 complaints were received. Ms. Ferrara said the Airport saw increased military traffic and this may account for some of the first-time complainants in November.

Chairman Ziomek inquired whether they had heard anything further about the complainant who had called a military base in Texas to lodge a complaint. Staff were unaware of any more complaints from him.

9. Discussion and Input Regarding Monthly Operations Reports for November and December 2013

Airport Operations Manager Mr. Chris Read presented the monthly operations reports. Total operations for calendar 2013 were down by 2.9%. IFR numbers were up by 21.2%.

Mr. Read reported staff hopes to submit plans for the Operations Center to plan review by mid-January. The Airport was closed overnight for ten nights in December to install the infrastructure for the lighting and signage project. The runway will be closed on a Tuesday and Wednesday night later this month to install the signs and lights. The access control system is now complete.

During December, 17 flights arrived from outside the U.S. carrying passengers from Mexico, Columbia, Germany, Britain, Switzerland and Bangladesh.

In response to a query from Commissioner Goode, Ms. Shannon confirmed that U.S. Customs revenue was \$120,000 for calendar 2013. The estimated expenses were based on the basic cost for the service plus any overtime costs. Commissioner Goode noted that this equates to net revenue of \$25,000 for December, with service five days a week. With service available ten hours daily, they can anticipate higher revenues.

Mr. Read noted they had a total of six operations of aircraft over 75,000 pounds.

Chairman Ziomek asked what staff is doing about aircraft fuel leaks. Mr. Read said they have been working with Landmark and suggested having the General Manager of Landmark address the Commission. Commissioners concurred that this should be agendaized.

10. Discussion and Input Regarding Monthly Financial Reports for October and November 2013

Ms. Johnson presented the monthly financial reports for October and November.

Chairman Ziomek asked if there is any chance of recovering the \$33,000 aged receivable from the former tenant. Ms. Johnson said the lease was terminated as of December 31. A portion of that amount will be removed from the next report because the Airport bills in advance. The other outstanding balance may or may not be recovered. The Airport retained the tenant's \$4,000 deposit, which will be applied towards the debt.

Mr. Mascaro said the City does not anticipate pursuing the tenant for the remainder since their assets are being dissolved. At the end of the day the Airport in fact lost approximately \$4,000, rather than \$33,000.

11. Discussion and Input Regarding Public Outreach Programs and Planning Projects

Ms. Ferrara said she will be attending the schedulers and dispatchers convention next week with a representative from the SCVB. She presented a recap of the NBAA Convention to the Council Economic Development Sub-Committee, including the Mayor.

Staff has issued several listserve newsletters in the revamped format.

Ms. Ferrara has been working with the Arizona Republic and an article on the environmental assessment appeared in the Scottsdale edition of the paper today.

She will conduct a pilot briefing on Friday with staff from the control tower.

Staff is working on public outreach with the consultant, Coffman and PSM² to create a comprehensive outreach plan. Public hearings are required and any comments made will become part of the environmental assessment forwarded to the FAA.

Commissioner Goode said he plans to attend the public hearing and workshop scheduled for January 21 and encouraged other Commissioners to attend. Vice-Chair Casey also plans to attend.

Chairman Ziomek commended Ms. Ferrara for the revamped electronic newsletter.

Commissioner Bergdoll commented that the environmental assessment is required because they have to upgrade the runway. The article in the Republic focused on the increase in weight limit.

12. Discussion and Input Regarding Airport and Airpark Business Permit Additions, Cancellations or Revocations

Ms. Johnson presented the lists. On the Airport list, Arizona Piper Jets and Jet Safety International both cancelled their aeronautical business permits. On the Airpark list, Executive Jet Management, Arizona Helicopter Adventures and Larry Coffey were added to the list. Scottsdale Helicopter Services had their permit revoked. Approximately six hangar/shade leasing permits were cancelled after staff checked whether businesses were still leasing hangars and shades.

In response to a question by Chairman Ziomek, Ms. Johnson said that the Airport revoked the permit for Scottsdale Helicopter Services for failure to remit payments and to provide proof of insurance.

Vice-Chairman Casey asked about Jet Safety International. Ms. Johnson said the FAA revoked their permit to operate at the Airport.

Ms. Johnson undertook to adjust the appearance of the lists for the future to make them easier to read.

13. Discussion and Input Regarding Status of Aviation Items to City Council

Mr. Mascaro said that the PCP zoning under which Impact Church made its application was approved by City Council.

14. Discussion and Possible Action to Modify the Airport Advisory Commission Meeting Schedule and Commission Item Calendar

No changes suggested.

FUTURE AGENDA ITEMS

Chairman Ziomek moved to add an agenda item to invite the General Manager of Landmark Aviation to discuss the current situation with the extraordinary number of fuel spills at Landmark and what actions are being taken. Commissioner Goode seconded the motion. The vote

carried by a vote of four (4) to two (2). Commissioners Bergdoll and Buzzard dissented. Commissioner Hobbi was absent.

Chairman Ziomek said he would like to establish an exploratory committee comprised of stakeholders such as the AZBAA and Civil Air Patrol to honor the heritage of Thunderbird Field # 2, and try to acquire a warbird for permanent display on Airport property. He suggested they could establish a 501(c)(3) organization to accept tax-deductible donations to obtain a warbird from the GSA or the DoD.

Chairman Ziomek made a motion to discuss having stakeholders create a committee to try to acquire a Warbird for permanent display on Airport property. Commissioner Goode seconded the motion, which carried by a vote of six (6) to zero (0). Commissioner Hobbi was absent.

ADJOURNMENT

With no further business to discuss, being duly moved and seconded, the meeting adjourned at 7:30 p.m.

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Impact Church/Sunrise Commons

10-GP-2013 & 19-ZN-2013

Coordinator: Brad Carr, AICP

April 8, 2014

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CONTEXT AERIAL

10-GP-2013 & 19-ZN-2013

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CLOSE AERIAL

10-GP-2013 & 19-ZN-2013

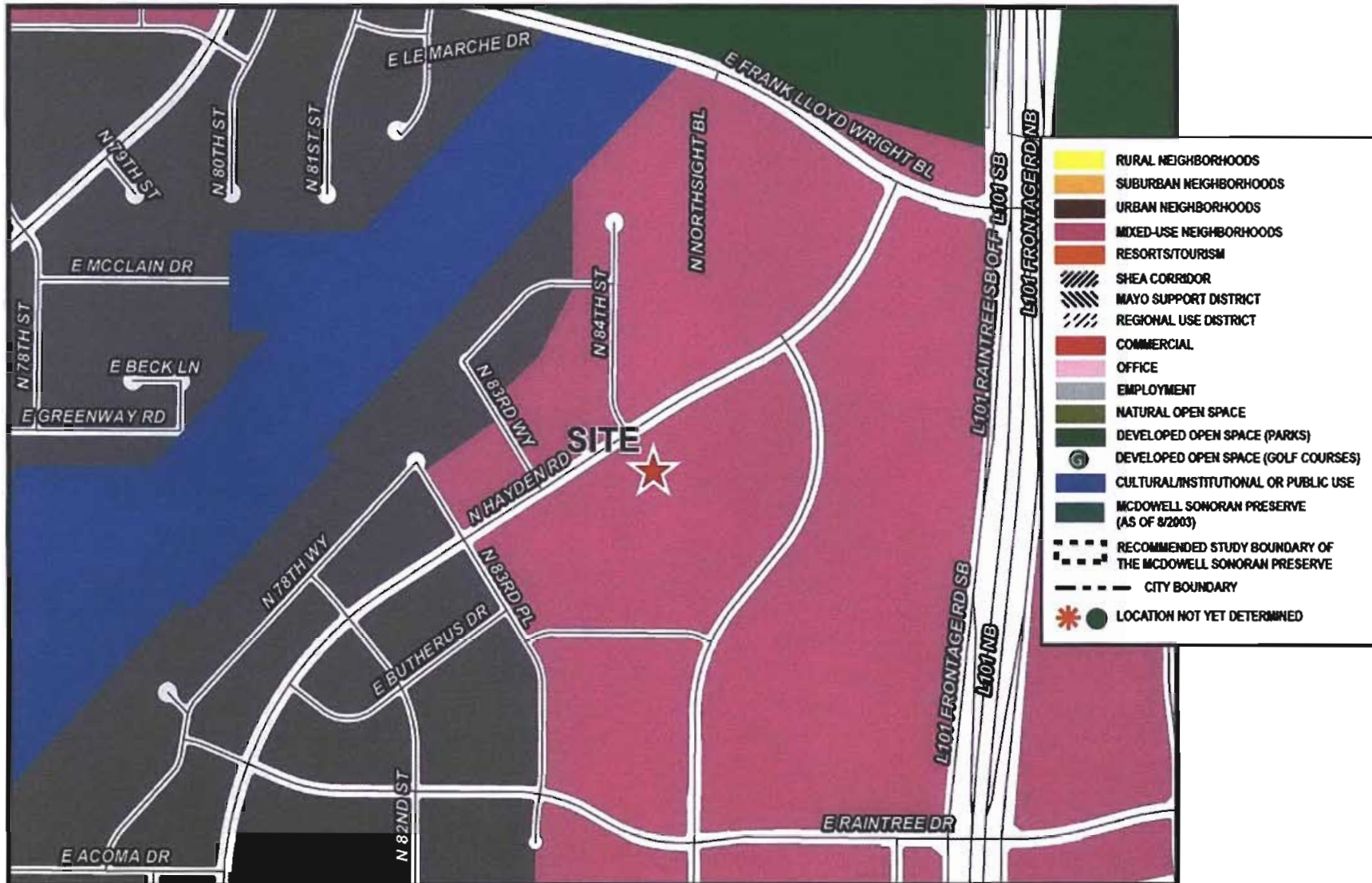
Impact Church/Sunrise Commons

Requests

- Non-Major General Plan Amendment to amend the Greater Airpark Character Area Plan Future Land Use Map from Airpark Mixed Use (AMU) to Airpark Mixed Use-Residential (AMU-R) on a 4.59 +/- acre portion of the site.
- Zoning District Map Amendment from General Commercial (C-4) zoning to Planned Airpark Core Development, Airpark Mixed Use (PCP-AMU) zoning on 7.58 +/- acres and Planned Airpark Core Development, Airpark Mixed Use-Residential (PCP-AMU-R) zoning for 4.59 +/- acres, including approval of a Development Plan and approval of Bonus Development Standards for floor area ratio (FAR) not to exceed 9,662 square feet in exchange for Special Improvements contribution for a total gross site area of 12.17 +/- acres.
- Planning Commission voted unanimously 5-0 to recommend approval of the requests.
- Airport Advisory Commission voted unanimously 6-0 to recommend approval of the requests.

10-GP-2013 & 19-ZN-2013

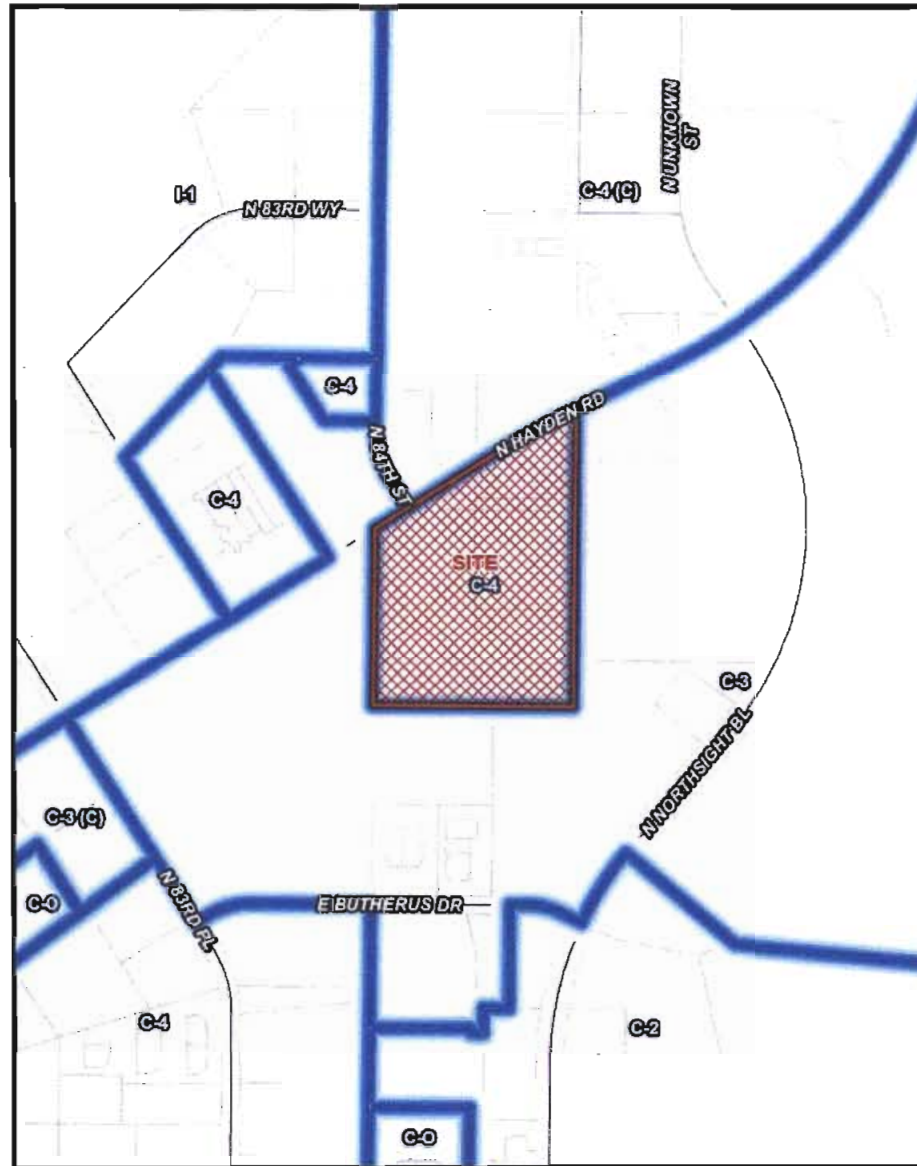
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GENERAL PLAN LAND USE MAP

19-ZN-2013

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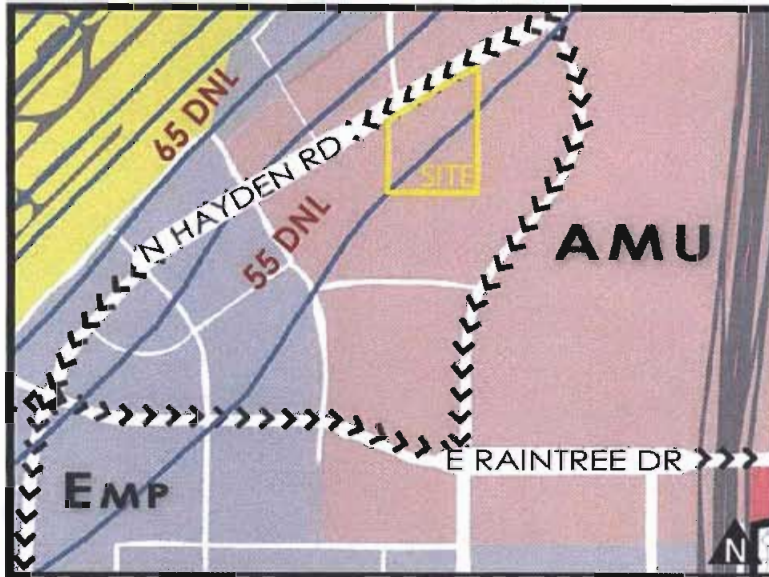


**CURRENT
ZONING**

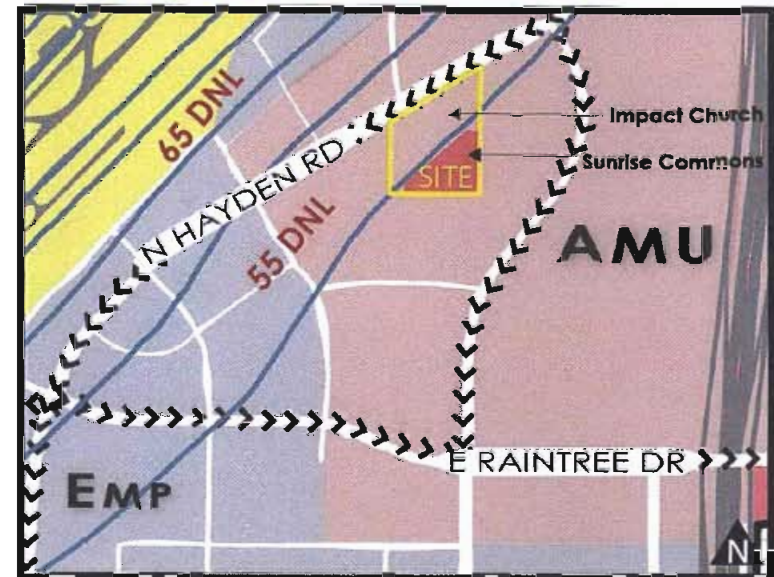
**10-GP-2013 &
19-ZN-2013**

Impact Church/Sunrise Commons

Existing Greater Airpark Future Land Use Designation:
Airpark Mixed Use (AMU)



Proposed Greater Airpark Future Land Use Designation:
Airpark Mixed Use-Residential (AMU-R)

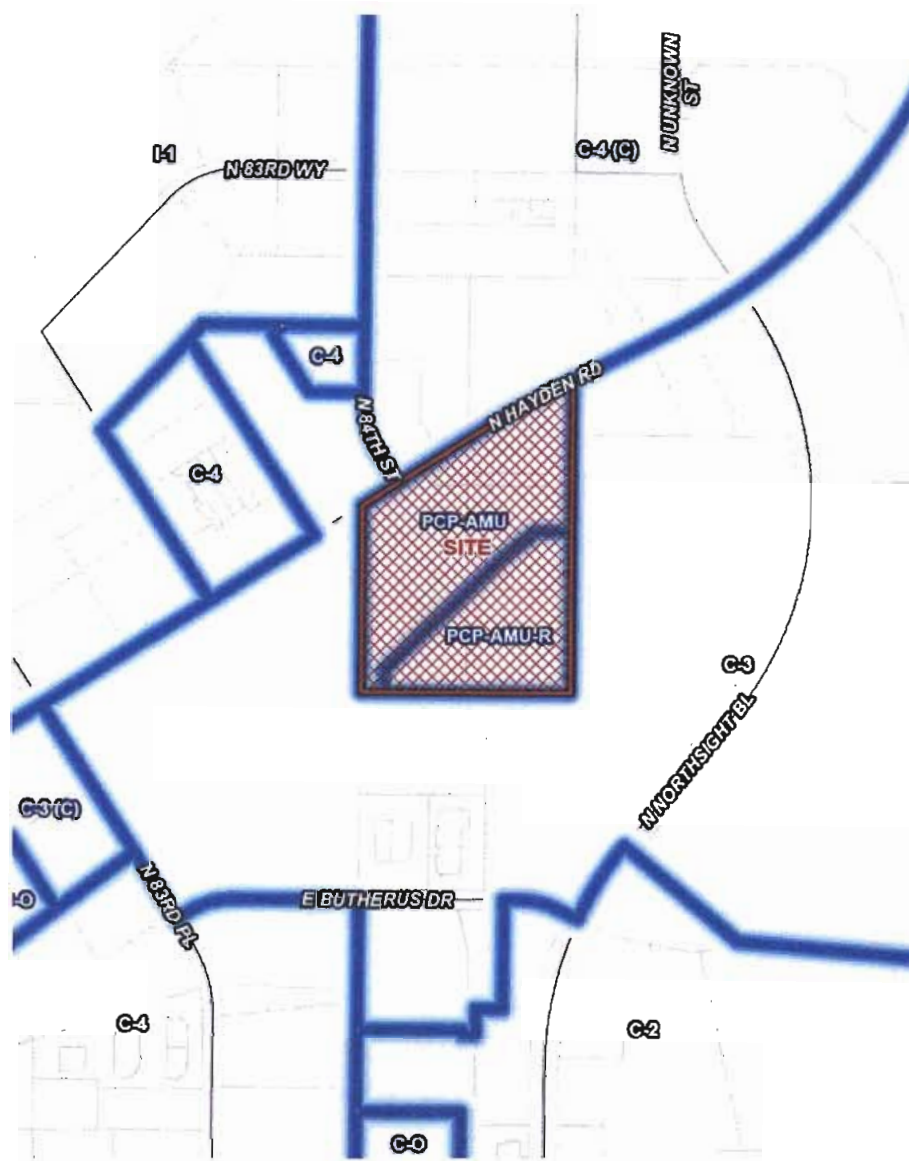


LEGEND

- Airpark Mixed Use- Residential (AMU-R)
- Airpark Mixed Use (AMU)
- Employment (EMP)
- Aviation (AV)
- Greater Airpark Boundary
- Signature Corridor
- Airpark Noise Contours

10-GP-2013

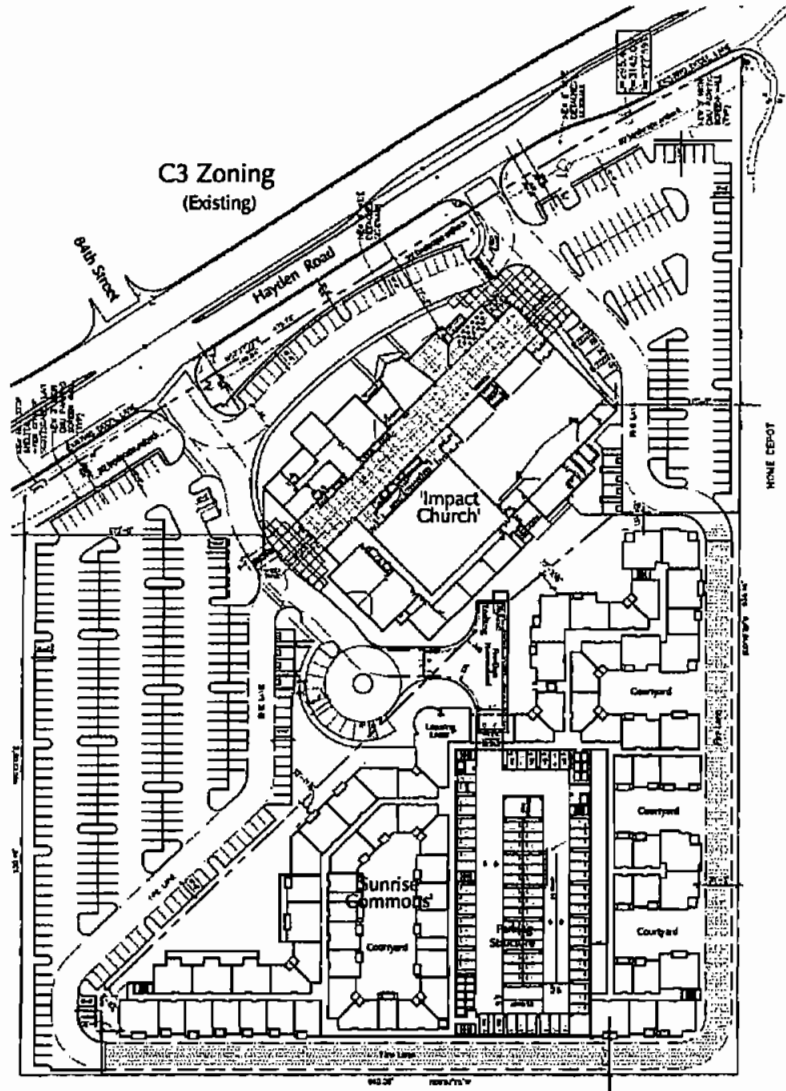
Impact Church/Sunrise Commons



PROPOSED ZONING

19-ZN-2013

Impact Church/Sunrise Commons



'Impact Church'

Site Area:	5.60 acres net (248,302sf)
Gross Building Area:	69,500sf
Floor Area Ratio:	0.24
Building Height Provided:	36'-0" maximum
Minimum Front Setback:	77'-0" (from curb line)
Minimum Side / Rear Setback:	118'-0" (from property line)
Required Parking:	400 spaces (1,200 seats)
Provided Parking:	418 spaces (16 ADA spaces; 402 standard)
Bicycle Parking Required:	40 spaces (1/10 req. parking spaces)
Bicycle Parking Provided:	40 spaces

'Sunrise Commons' Residential

Site Area:	4.39 acres net/gross (200,000sf)
Studio:	31 units
One-Bedroom:	175 units
Two-Bedroom:	105 units
Total:	311 units
Gross Building Area:	330,804sf (excluding parking structure)
Dwelling Unit Area:	228,332sf
Floor Area Ratio:	1.63
Building Height Allowed:	84'-0" maximum
Building Height Provided:	63'-0" maximum
Density:	67.8 units / acre net
Minimum Front Setback:	(not applicable)
Minimum Side / Rear Setback:	33'-0" (from property line)
Parking Required:	445 spaces (1.25 / studio; 1.3 / one-bed; 1.7 / two-bed)
Parking Provided:	480 spaces (9 ADA spaces; 471 standard spaces)
Bicycle Parking Required:	45 spaces (1/10 req. parking spaces)
Bicycle Parking Provided:	48 spaces

Project Totals:

Total Site Area:	11.21 acres net (488,302sf)
Total Gross Building Area:	400,304sf (excluding parking structure)
Floor Area Ratio Allowed:	0.80 (390,642sf)
Floor Area Ratio Provided:	0.82 (400,304sf) (achieved thru bonus)
Total Ground Floor Building Area:	172,280sf (includes church, residential and parking garage)
Ground Floor Residential Area:	84,420sf (49% of total ground floor area)
Building Height Allowed:	84'-0" maximum
Building Height Provided:	63'-0" maximum
Total Required Parking:	845 spaces
Total Provided Parking:	856 spaces (25 ADA spaces; 831 standard)
Total Bicycle Parking Required:	85 spaces (1/10 req. parking spaces)
Total Bicycle Parking Provided:	88 spaces

SITE PLAN

19-ZN-2013

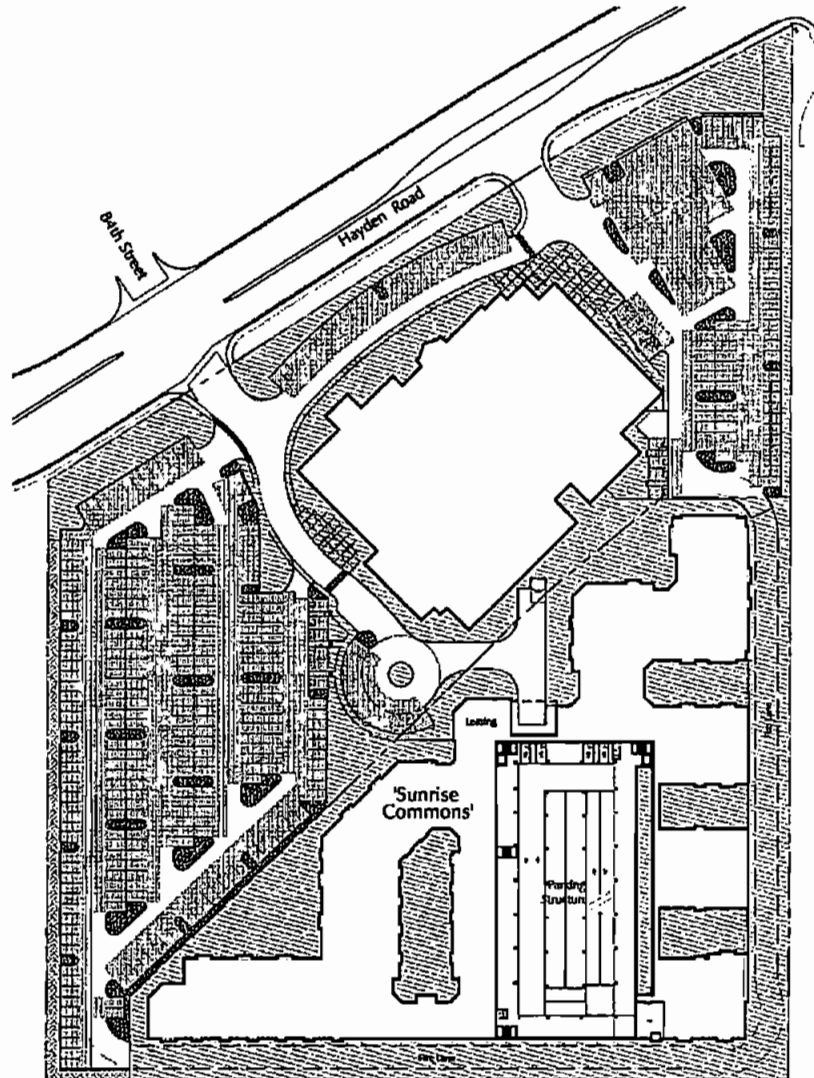
Impact Church/Sunrise Commons






LANDSCAPE PLAN

19-ZN-2013


Impact Church/Sunrise Commons






'Impact Church'

Site Area:	6.60 acres net (288,302sf)
Required Open Space:	80,725sf (28% of net site area due to FAR bonus)
Provided Open Space:	56,550sf (19.27%) 
Parking Area:	118,530sf 
Total Required Parking Landscape:	17,780sf (15%)
Total Provided Parking Landscape:	17,820sf 
Required Interior Parking Landscape:	5,921sf (33% of required)
Provided Interior Parking Landscape:	6,290sf (38% of required)

'Sunrise Commons' Residential

Site Area:	4.59 acres net/gross (200,000sf)
Required Open Space:	56,800sf (28% of net site area due to FAR bonus)
Provided Open Space:	80,490sf (40.25%) 
Required Parking Landscape:	(All parking is located in parking structure.)

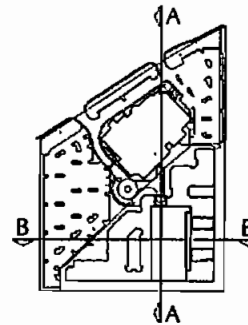
Project Totals:

Total Site Area:	11.21 acres net (488,302sf)
Total Required Open Space:	136,725sf (28% of net site area due to FAR bonus)
Total Provided Open Space:	137,040sf (28.06%) 
Parking Area:	113,710sf 
Total Required Parking Landscape:	17,057sf (15%)
Total Provided Parking Landscape:	17,820sf 
Required Interior Parking Landscape:	5,586sf (33% of required)
Provided Interior Parking Landscape:	6,290sf (38% of required)

OPEN SPACE PLAN





19-ZN-2013

Section A



Impact Church/Sunrise Commons



- Pedestrian Circulation: 
- Vehicular Site Access: 
- Resident Guest Entrance: 
- Resident Private Entrance: 

PEDESTRIAN & VEHICULAR CIRCULATION PLAN

19-ZN-2013

Impact Church/Sunrise Commons

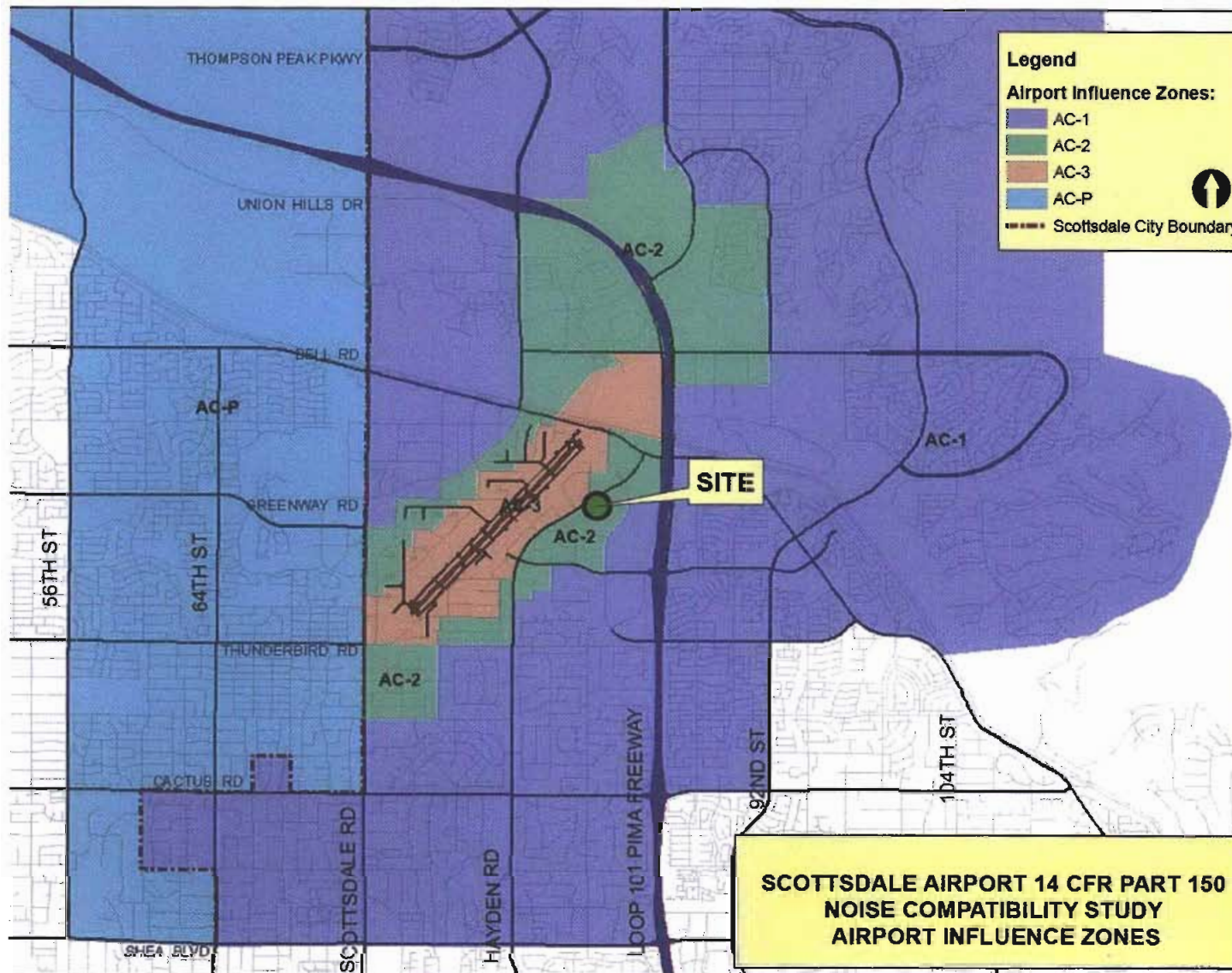
Development Information

- Existing Use: Vacant, former auto dealership
- Proposed Uses: Place of worship and multi-family residential
- Buildings/Description: One church facility and one multi-family residential facility
- Parcel Size: 12.17 +/- gross acres (7.58 acres for church site /
- Building Height Maximum: 84 feet
- Building Height Proposed: Maximum 65 feet (residential) / maximum 36 feet (church)
- Parking Required: 400 spaces for church / 445 spaces for residential
- Parking Provided: 417 spaces for church / 480 spaces for residential
- Open Space Required: 136,725 square feet / 3.14 acres (entire site)
- Open Space Provided: 137,040 square feet / 3.15 acres (entire site)
- Floor Area Allowed: 390,642 square feet (0.8 of 11.21-acre site)
- Floor Area Proposed: 400,304 square feet (entire site) (achieved through bonus)
- Density Allowed: Determined by Development Plan
- Density Proposed: 25.6 dwelling units/acre (entire 12.17-acre site)

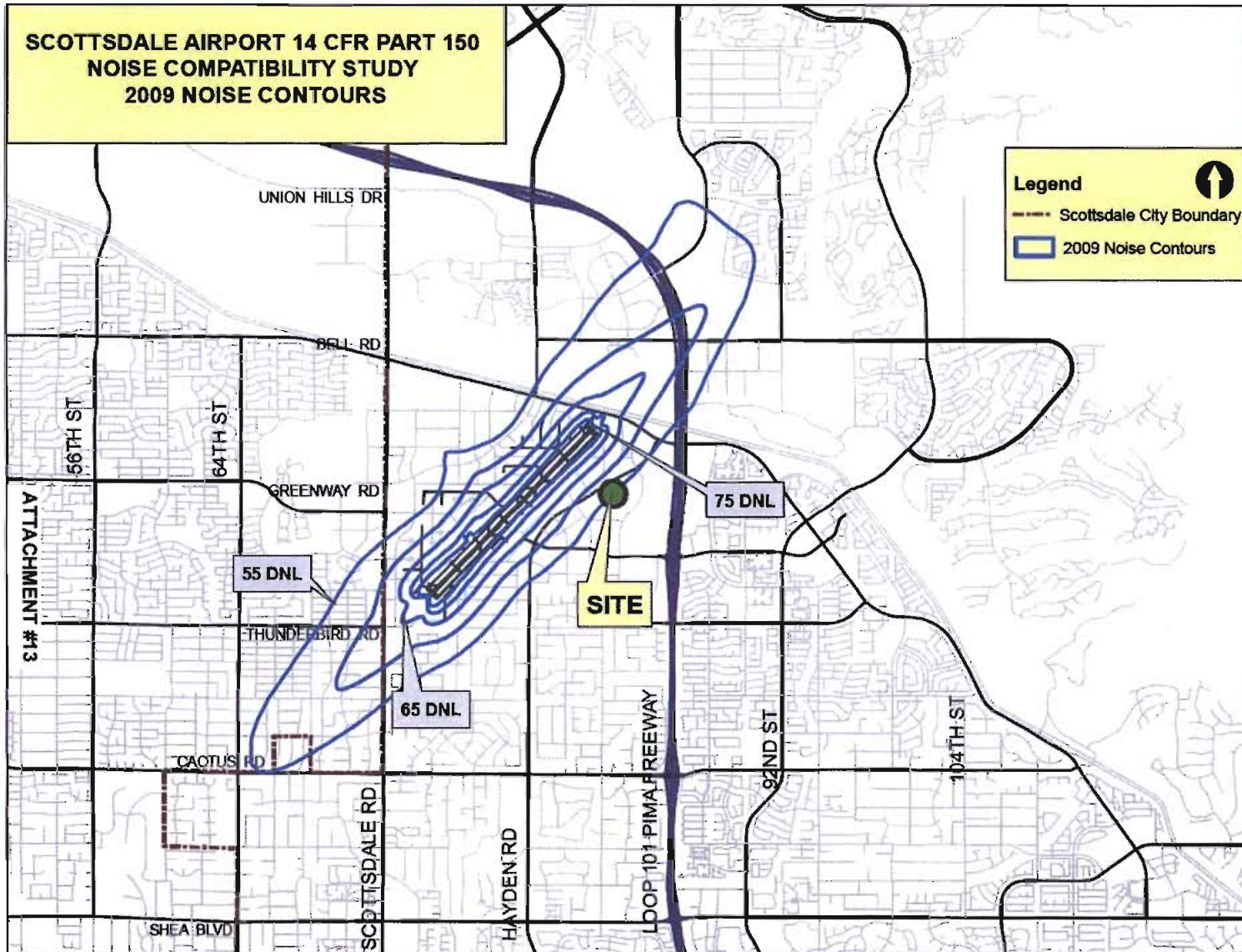
OVERVIEW

19-ZN-2013

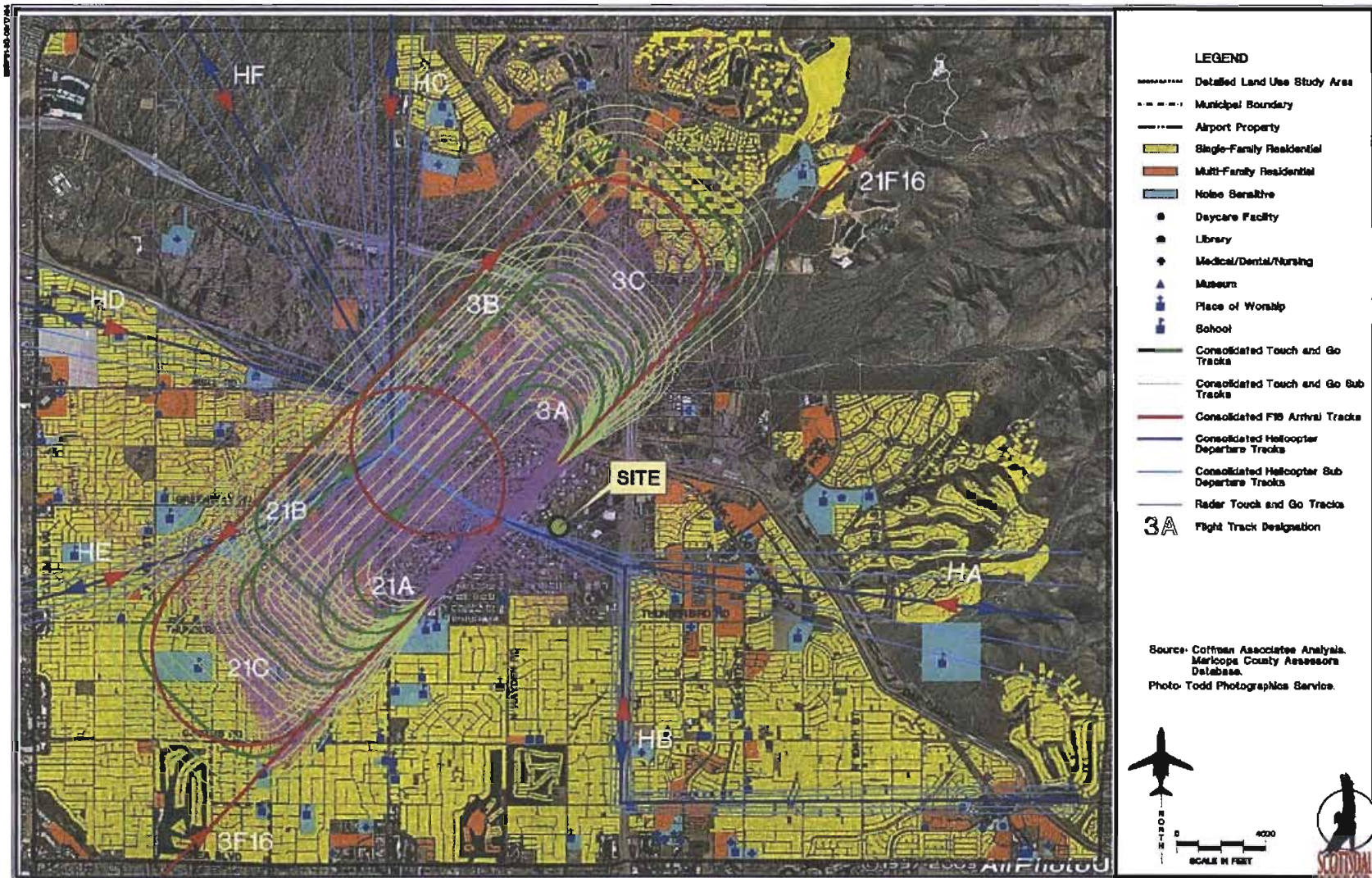
Impact Church/Sunrise Commons



Impact Church/Sunrise Commons



Impact Church/Sunrise Commons



EXISTING AND FUTURE CONSOLIDATED F16 ARRIVAL, TOUCH & GO AND HELICOPTER TRACKS

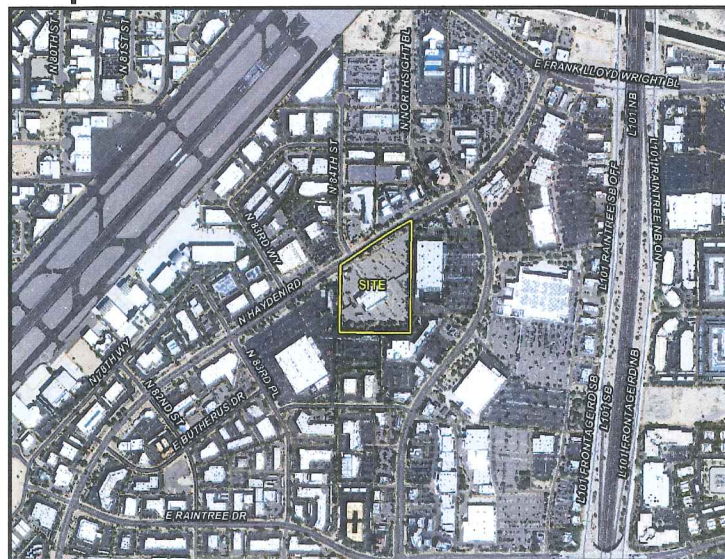
Impact Church/Sunrise Commons

10-GP-2013 & 19-ZN-2013

Coordinator: Brad Carr, AICP

April 8, 2014

Impact Church/Sunrise Commons



CONTEXT AERIAL

10-GP-2013 & 19-ZN-2013

Impact Church/Sunrise Commons



CLOSE AERIAL

10-GP-2013 & 19-ZN-2013

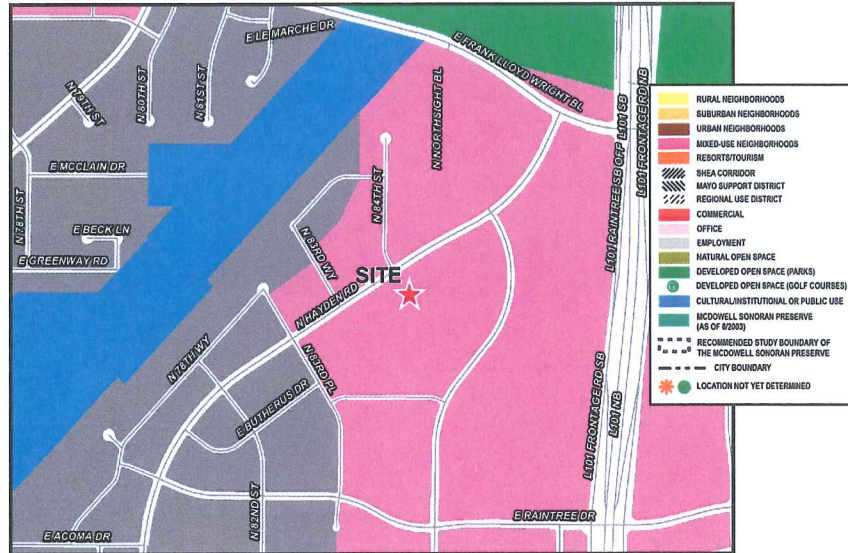
Impact Church/Sunrise Commons

Requests

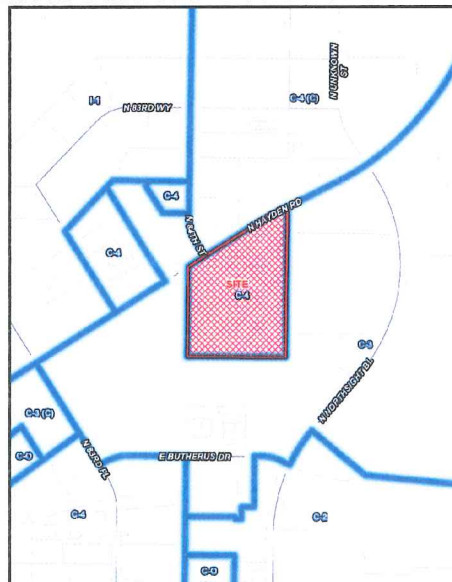
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10-GP-2013 & 19-ZN-2013

Impact Church/Sunrise Commons

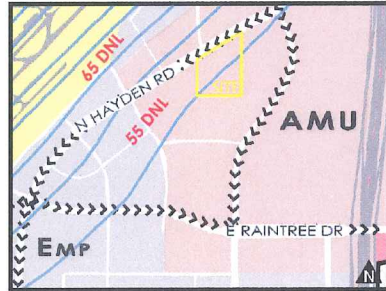


Impact Church/Sunrise Commons

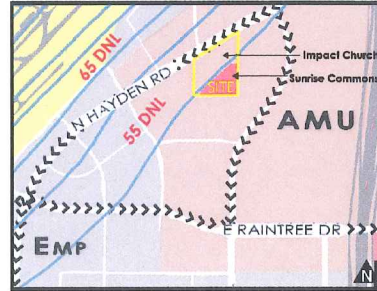


Impact Church/Sunrise Commons

Existing Greater Airpark Future Land Use Designation:
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Airpark Mixed Use-Residential (AMU-R)

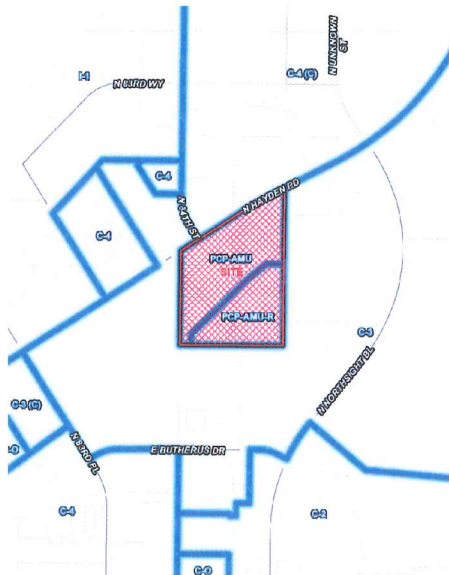


LEGEND

- Airpark Mixed Use-Residential (AMU-R)
- Airpark Mixed Use (AMU)
- Employment (EMP)
- Aviation (AV)
- Greater Airpark Boundary
- Signalata Corridor
- Airport Noise Contours

10-GP-2013

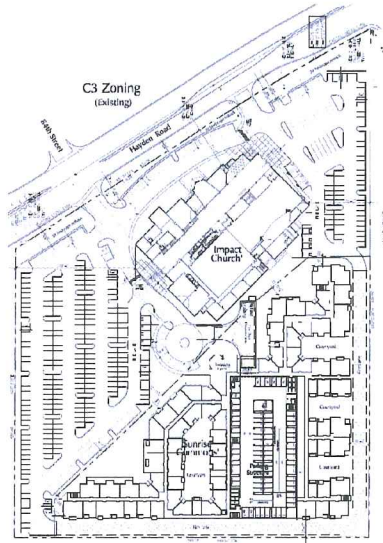
Impact Church/Sunrise Commons



PROPOSED ZONING

19-ZN-2013

Impact Church/Sunrise Commons



Impact Church

Total Area:	1,477 sq. ft. (1,477 sq. ft.)
Grounded Area:	1,477 sq. ft.
Net Area:	1,477 sq. ft.
Building Footprint:	1,477 sq. ft.
Site Area:	1,477 sq. ft.
Site Area (incl. parking):	1,477 sq. ft.
Site Area (incl. parking & landscaping):	1,477 sq. ft.
Site Area (incl. parking & landscaping & parking):	1,477 sq. ft.
Site Area (incl. parking & landscaping & parking & parking):	1,477 sq. ft.
Site Area (incl. parking & landscaping & parking & parking & parking):	1,477 sq. ft.

Sunrise Commons Residential

Total Area:	1,477 sq. ft. (1,477 sq. ft.)
Grounded Area:	1,477 sq. ft.
Net Area:	1,477 sq. ft.
Building Footprint:	1,477 sq. ft.
Site Area:	1,477 sq. ft.
Site Area (incl. parking):	1,477 sq. ft.
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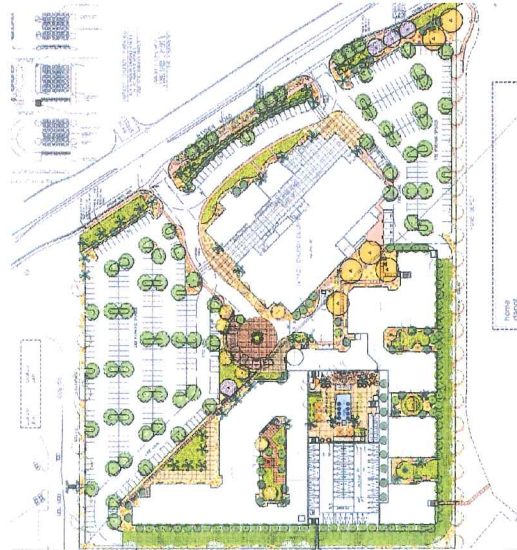
Project Totals:

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SITE PLAN

19-ZN-2013

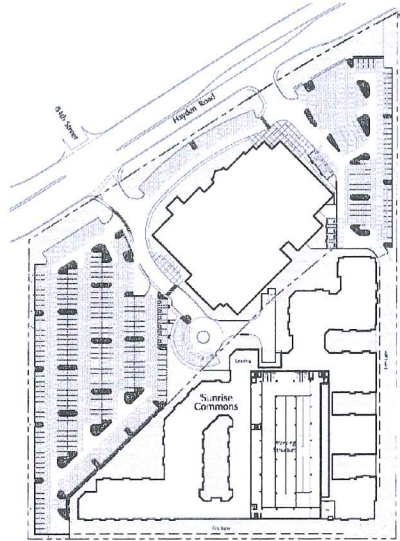
Impact Church/Sunrise Commons



LANDSCAPE PLAN

19-ZN-2013

Impact Church/Sunrise Commons



'Impact Church'

Site Area:	6.60 acres net (288,342sf)
Required Open Space:	80,725sf (28% of net site area due to FAR bonus)
Provided Open Space:	15,556sf (19.22%)
Parking Area:	17,823sf
Total Required Parking Landscapes:	17,823sf (1.94%)
Total Provided Parking Landscapes:	17,823sf
Required Interior Parking Landscapes:	2,927sf (3.36% of required)
Provided Interior Parking Landscapes:	6,290sf (38% of required)

Sunrise Commons' Residential

Site Area:	4.59 acres net (200,000sf)
Required Open Space:	56,000sf (28% of net site area due to FAR bonus)
Provided Open Space:	40,400sf (20.2%)
Required Parking Landscapes:	All parking is located in parking structures.

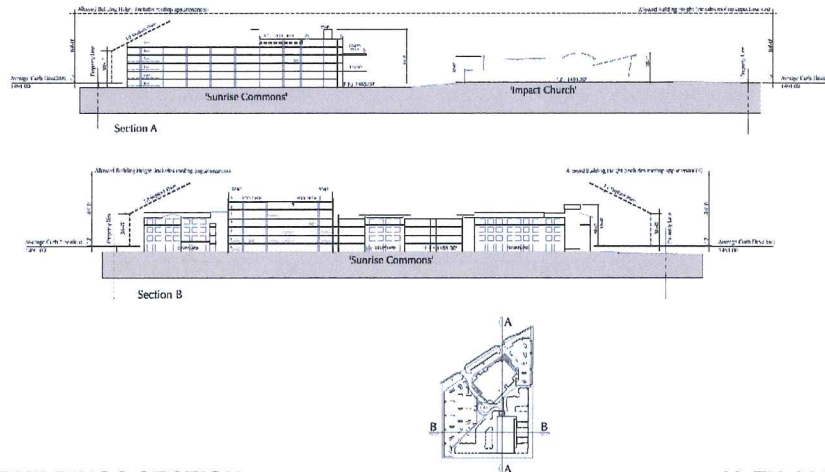
Project Totals:

Total Site Area:	11.21 acres net (488,342sf)
Total Required Open Space:	136,725sf (28% of net site area due to FAR bonus)
Total Provided Open Space:	55,956sf (12.09%)
Parking Area:	17,823sf
Total Required Parking Landscapes:	17,823sf (1.94%)
Total Provided Parking Landscapes:	17,823sf
Required Interior Parking Landscapes:	2,927sf (3.36% of required)
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OPEN SPACE PLAN

19-ZN-2013

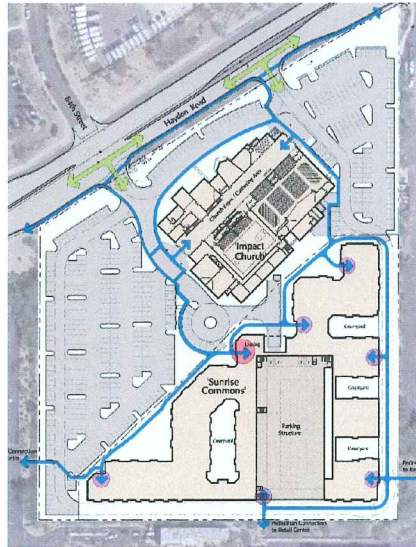
Impact Church/Sunrise Commons



BUILDINGS SECTION

19-ZN-2013

Impact Church/Sunrise Commons



PEDESTRIAN & VEHICULAR CIRCULATION PLAN

19-ZN-2013

Impact Church/Sunrise Commons

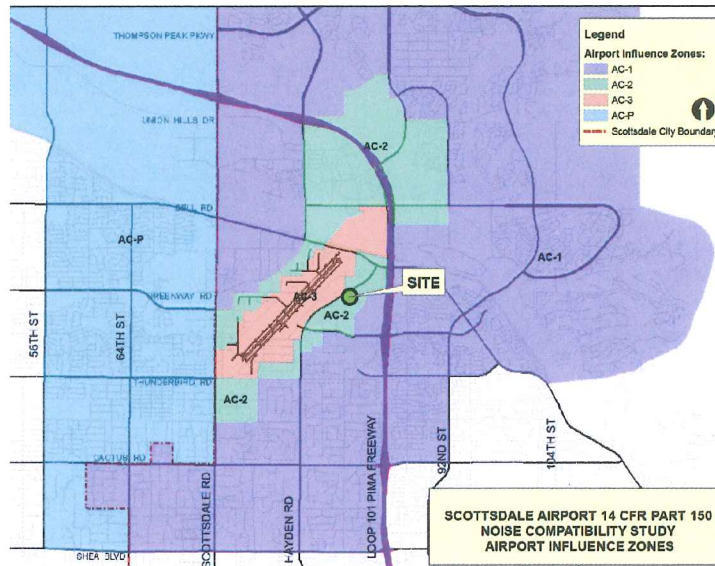
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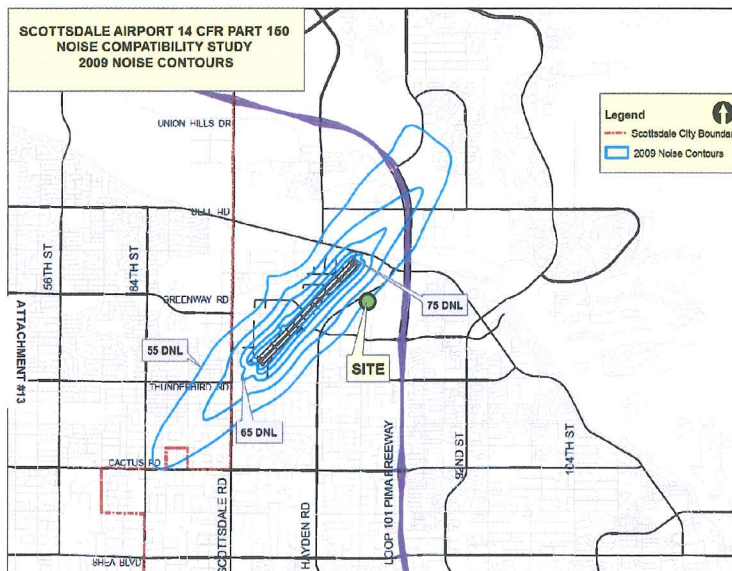
OVERVIEW

19-ZN-2013

Impact Church/Sunrise Commons



Impact Church/Sunrise Commons



Impact Church/Sunrise Commons

